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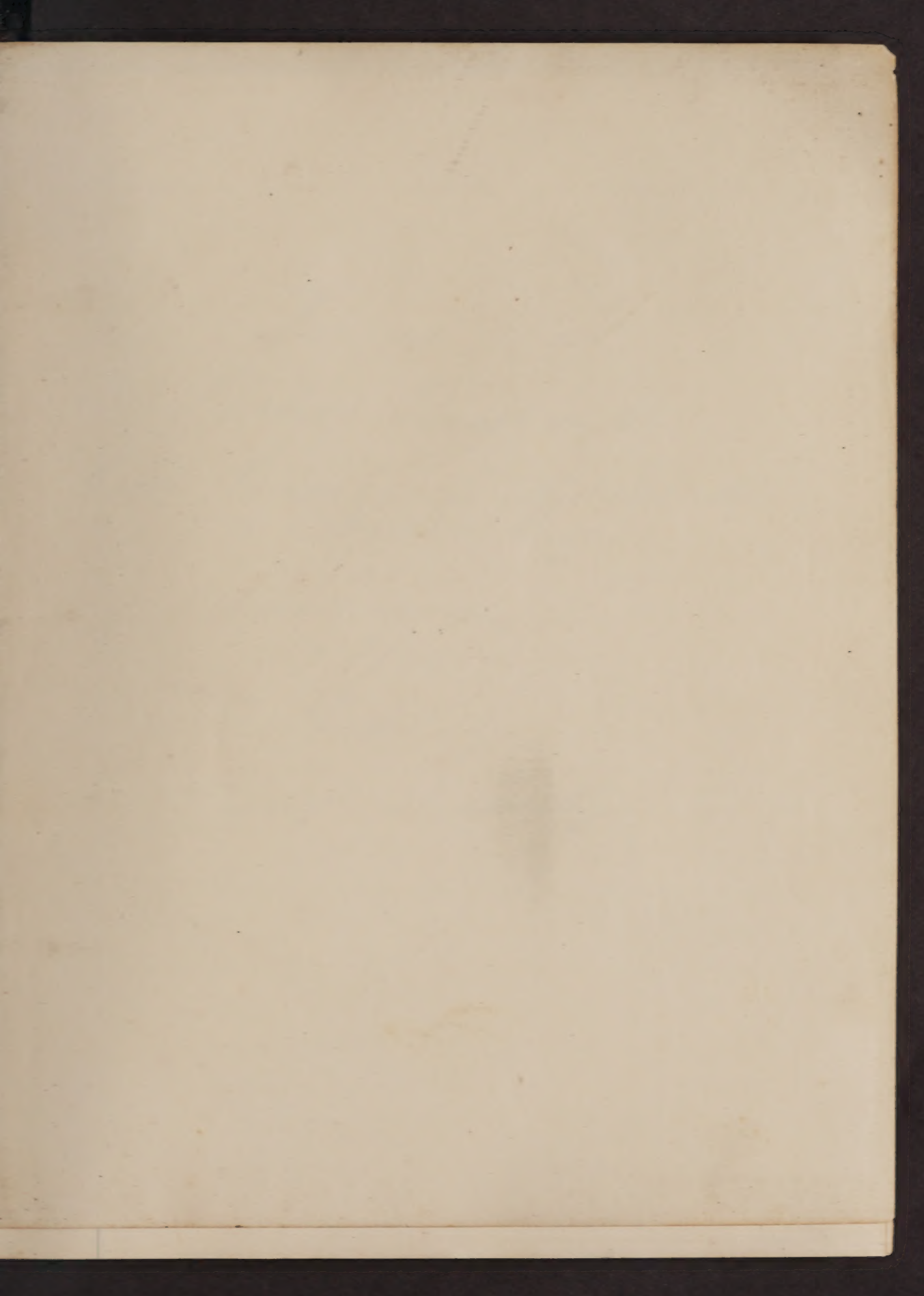




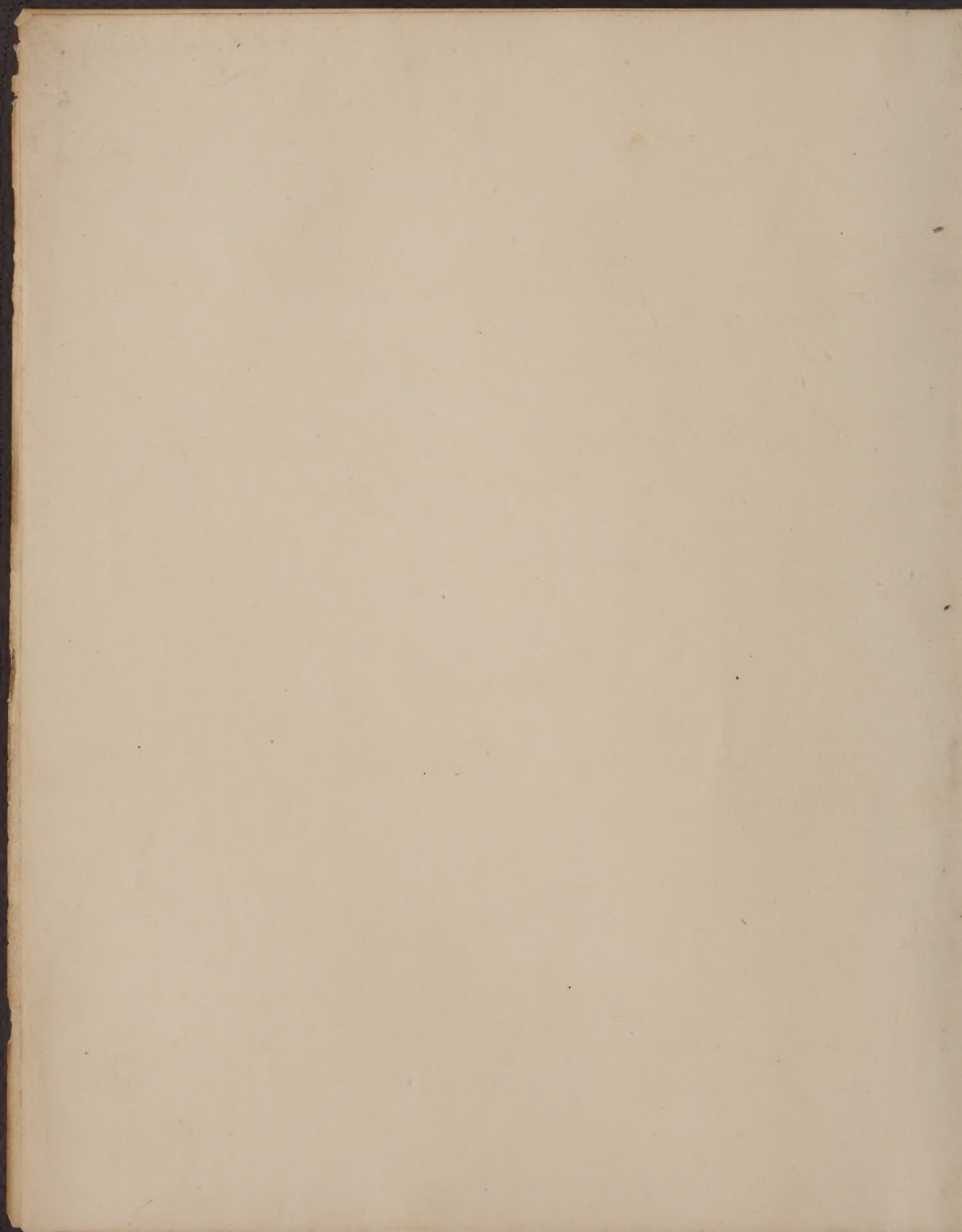














6  
Journal of a  
Whaling Voyage in the  
Sch. *Cornelia*, of New London,  
to Hudson Bay,

Commencing  
May 9/64,

Kept by  
George N. Bailey.

# Journal of Whaling Voyage.

Monday May 9<sup>th</sup> 1864.  
Light air from westward and pleasant  
at 9 A.M. all hands on board. Ed. in  
all, got underway, and stood out to  
sea, in the afternoon, had light air  
from the Southward, at about  
6 P.M. Our friends, and the Pilot  
(Mr Harris) left us, everything went  
on pleasantly through the day, and only  
for the dead ones we were leaving behind.  
I for one could not enjoy the day,  
most dearly, inasmuch as I this  
day, for the first time for a week  
escaped an attack of the Fever and  
Ague, although it was so hard  
to see friends returning to their  
Homes, while I must go the  
other way, to be gone I know not  
how long, but no worse for me  
than for many others.



From New London, to Hudson Bay

✓ Tuesday May 10<sup>th</sup> 1864,  
Light winds from the Southward, and pleasant,  
steering Southeastly, at about 6 P.M. fresh  
breeze, and foggy, took in light sails, and  
reefed Foresail, and Mainsail,

✓ Wednesday May 11<sup>th</sup> 1864  
Light winds from S.W. to W. and pleasant,  
steering Southeastly. Employed in fitting  
Boats. Found a strong N.E. current. Saw  
two Fishing Smacks, at Anchor, about  
10 A.M. at 3 P.M. reefed Mainsail,  
and since 3 P.M. thick fog.

Lat by Obs 40° 54" North,  
Long by Chron 69° 10' West.

✓ Thursday May 12, 1864,  
Light changeable winds, with fog  
made but little distance on our course,

Friday May 13<sup>th</sup> 1864,  
Light winds from the eastward  
with thick fog, steered to the N.  
and E. until 8 A.M. when we tacked to  
the Southward, &c ends,



# Journal of a Whaling Voyage

Saturday May 14<sup>th</sup> 1864.

Light winds from S.E. to S.E. by S. steering S by W. until 6 a.m., after that about E by N. by the wind, weather fine, saw 4 Barks & Ships, in the course of the day, all steering westward.

Lat. by Obs  $40^{\circ}00'$  North.  
Long " Obs  $68^{\circ}10'$  West.

Sunday May 15<sup>th</sup> 1864.

Moderate breezes from E.S.E. very nearly with thick fog the most of the day. Steered northeasterly until 11<sup>h</sup> P.M. then tacked to the southward, at sundown shortened sail.

Lat at noon by Obs  $40^{\circ}54'$  N.

Monday May 16<sup>th</sup> 1864.

Very light airs from the eastward with calm spells, and showed no rain, thick fog all the day. Saw one ship steering westward, and heard a steamer, going eastward. Healed to the south most of the day.



from New London to Hudson Bay.

Tuesday May 17<sup>th</sup> 1864,  
Very light winds from the westward,  
thick fog, steering so as to make as  
near an east course as possible, but have  
good deal of trouble with our Compasses.  
Heard a steamer going westward,

Wednesday May 18<sup>th</sup> 1864,  
Light northerly winds, and foggy, at  
at 10 A.M. the fog cleared up, weather  
rather cloudy, steering E. towards night  
had fog squalls.

Lat by Obs  $40^{\circ}40'$  North,  
Long " Obs  $66^{\circ}21'$  West,

Thursday May 19<sup>th</sup> 1864  
Fresh gales from N.E. with cloudy  
weather. steering southeasterly by the wind  
with three sails set, saw a bark  
steering about W.N.W.

Lat by Obs  $40^{\circ}28'$  North,  
Long by Obs  $65^{\circ}17'$  West,



# Journal of a Whaling Voyage

Friday May 20<sup>th</sup> 1864.

Moderate breezes from the north and West, with clear weather. Steering E. S. E. by compass. Saw a large ship steering westward, at noon to day I had an attack of the Fever and Ague, went off duty, and commenced doctoring by taking a Vomit, which I followed with Calomel.

Lat by Obs  $43^{\circ} 12'$  North  
Long " Chro  $63^{\circ} 50'$  West.

Saturday May 21<sup>st</sup> 1864.

Moderate breezes from the western board and pleasant, steering from S. E. to E. S. E. saw a ship steering westward, Employed in fitting cutting gear.

Lat by Obs  $40^{\circ} 13'$  North  
Long " Chro  $61^{\circ} 31'$  West.

Sunday May 22<sup>d</sup> 1864.

Fresh breezes from S. W. with clear weather. Steering E. S. E. by compass. Saw a ship steering eastward.

Escaped the Ague fit to day.

Lat by Obs  $40^{\circ} 47'$  North  
Long " Chro  $58^{\circ} 06'$  West.



from New London, to Hudson Bay.

Monday May 23<sup>d</sup> 1864,  
Strong gales from S.W. with Thunder, Lightning  
and rain, but wind soon shifted to  
the N.N.E. and blew fresh, with fair  
weather. Steered E. S. E. by Compass.  
I escaped the chills and Fever again  
to day, but have not been out much,  
have used quinine, Elix Vitrol, and  
and Calomel and Jalap, beginning  
with an emetic, this time,

Lat by Obs 41° 41' North  
Long " 69° 55' 11" West.

Tuesday May 24<sup>th</sup> 1864,  
Calms, with a heavy sea running from  
the N.E. at 3 A.M. strong gales from  
N.W. with heavy squalls, and rain,  
at 7 A.M. the squalls had blown  
over, and the wind settled down to  
a clear heavy northwester. Steering  
S.E. by compass, under double reefed  
sails. We find our compasses be in  
error about two points when in the Binnacle,

Lat by Obs 41° 37' North,  
Long " 69° 52' 28" West,



# Journal of a Whaling Voyage

Wednesday May 25<sup>th</sup> 1864.  
Light northerly winds, and pleasant,  
steering E. S. E. by compass. Employed  
in setting up rigging, and at various  
other jobs. Saw a gale to windward,  
and a large side wheel steamer passed  
us, going eastward, at 6 P.M. calm.

Lat by Obs 41° 32 North.  
Long by Chron 50° 02 West.

Thursday May 26<sup>th</sup> 1864.  
Calm, at 2 A.M. fresh breeze from the  
southeast, and soon after rainy weather,  
at 9 A.M. stopped raining, and the wind  
moderated, and came to the E. and E. N. E.  
with cloudy weather. Heading to the north-  
ward by the wind. Saw six ships and  
Barks during the day, all bound westward.

Friday May 27<sup>th</sup> 1864.  
Light winds from the southeastern board  
with fine weather, steering to the E. N. E. by  
the wind. Saw a steamer bound eastward,  
and saw a number of Icebergs.

Lat by Obs 43° 00 North,  
Long " Chron 49° 13 West.



# New London, to Hudson Bay.

Saturday May 28<sup>th</sup> 1864,

Pleasant breeze from the southeastern board, and fair weather, steering from E. S. E. to E by N. by the wind. Saw 24 sails during the day, all steering to the N. W. but two which were steering to the east by the wind. Also saw two Ice Barges, one of them Very large,

Lat by Obs 44° 01' North,  
Long " Obs 46° 22' West.

Sunday May 29<sup>th</sup> 1864,

Fresh breeze from the southeastern board and fair weather steering E. and E by N. by the wind. Saw two sails. latter part foggy, the most of the time.

Lat by Obs 45° 37' North,

Monday May 30<sup>th</sup> 1864,

Moderate breeze from the southward, and and foggy, steering E. by compass, at 7 A.M. had fair weather.

Error of our compasses, when in the Binnacle is about 3 points.

Lat by Obs 47° 19' North,  
Long " Obs 45° 58' West.



# Journal of a Whaling Voyage

Tuesday May 31<sup>st</sup> 1864.

Moderate breezes from the South, with thick fog, laying to, on account of the fog, at 4 A.M. Steered E. by compass, with the wind from the South, and west, at 8 A.M. the list up for an hour and then shut in for good, at 7 1/2 P.M. bore to heading about N. by compass.

Wednesday June 1<sup>st</sup> 1864.

Calm and foggy, at 4 A.M. light winds from S.W. Steered N.E. at 9 A.M. the fog lit up a little by spells. Saw a Bark steering to the West by the wind. Latter part fresh breezes, at P.M. the fog passed off. weather cloudy, at 8 P.M. shortened sail.

Lat by Obs 49° 22' North

Thursday June 2<sup>d</sup> 1864

Fresh breezes from S.W. with clear weather. Steering N.N.E. Latter part moderate breezes.

Lat by Obs 51° 18' North,  
Long " Obs 46° 01' West,



from New London, to Hudson Bay,

Friday June 3<sup>d</sup> 1864,  
Fresh breezes from S.W. with clear weather  
except an hour or two's fog in the morning,  
steering N.E. by compass.

Lat by Obs  $53^{\circ}14'$  North,  
Long by Chron  $48^{\circ}00'$  West.

Saturday June 4<sup>th</sup> 1864,  
Very light baffling airs with fine weather  
latter part light steady airs from the  
Southwestern board, steering N.E. by N. by  
compass, lowered the Boats for practice  
Lat by Obs  $54^{\circ}26'$  North  
Long " Chron  $49^{\circ}15'$  West.

Sunday June 5<sup>th</sup> 1864,  
Light airs from the north, and pleasant  
heading to the eastward, at 5 a.m., calm  
saw three large cakes, or small Bergs of  
Ice, at 10 a.m., light winds from S.E.,  
at 1 P.m., lowered the Boats to practice  
the men in the art of pulling, at  
2 P.m., foggy, at 5 P.m., fog cleared up  
weather cloudy, and wind fresh,

Lat by Obs  $55^{\circ}16'$  North,  
Long " Chron  $49^{\circ}46'$  West.



# Journal of a Whaling Voyage

Monday June 6<sup>th</sup> 1864.  
Light winds from S.E. and pleasant  
except a couple of hours fog, steering N.  
by E. by compass, saw Ice from 4 A.M.  
to 4 P.M. but it was small, and scattering  
at 2 P.M. steered N.E. by compass, at 8 P.M.  
pleasant breezes from S.E.W. by compass,  
Lat by Obs 56° 15' North,  
Long " Obs 52° 19' West.

Tuesday June 7<sup>th</sup> 1864.  
Strong gales from about E. (true) steering  
N.N.W. (true) at 2 P.M. hove too, heading to  
the N. and E. with heavy gales, at 3 P.M.  
thick and raining, with hail, and snow, by  
turns, per a change, so ended the day.  
Lat by Obs 58° 18' North.

Wednesday June 8<sup>th</sup> 1864.  
Heavy gales from E. (true), with rain, hail,  
and snow by turns, the ship laging too, on the  
starboard tack, at a 1/4 to 4 P.M. lost the  
Main Mast, by the bow tackle unhooking,  
altogether it has been a very uncomfortable  
day, in fact it has been one to make a  
man think of the comforts of home,



from New London, to Hudson Bay.

Thursday June 9<sup>th</sup> 1864.

Heavy gales from ~~from~~ S. (true) with snow, and rain, the ~~Boat~~ <sup>Boat</sup> lying too on the starboard tack, at 6 Am, the wind veered to the N. E., we ship to the southward, towards noon the gale began to show signs of breaking, by blowing in spitting squalls, with lulls between them each successive squall coming lighter, after noon, at 4 P. M. moderate winds from the S. E. with clear weather, at about 7 P. M. I steered N. W. by W. (true). Set the fore Toppail, and lowered down the Foresail, and Main-sail, the ship rolling badly, at 8 1/2 P. M. luffed too again heading to the northeastward, on account of the sea's tumbling the Vessel about so,

This I may here say ends one of the severest storms I have experienced for a good while. it has not only been a heavy storm with <sup>19</sup> fearful sea, but a long and cold tedious one, the Vessel however has behaved beautifully, and well deserves the reputation of a good sea boat.

10 P. M. we are warned the storm has ended, but only abated, to get a fresh start, the gale blowing on again from the same old quarter,



# Journal of a Whaling Voyage

Friday June 10<sup>th</sup> 1864.

Strong gales from the eastward, with a very ugly sea, and thick weather the most of the time, the Scho laying to, heading to the N. and E. until 9 A.M. when we were around to the S and E. So ends another stormy day.

Saturday June 11<sup>th</sup> 1864,  
Very heavy gales from N.E. (true) with rain and fog, the Scho laying to, heading S.E. by compass, (or E.S.E. true) at 2 P.M. the gale moderated a little, and at 3 P.M. the weather cleared so as to let us see the Sun a few minutes, but this did not appear to be any indication of settled weather, everything is cold wet and dreary, I doubt if any of the sailors has a dry suit to their names, and we can not make a fire in the cabin on account of its smoking so, I wonder how our friends at home would like to exchange places with us just for a day or two, I think before the end of the first day, they would call us fools if nothing worse, if we ever came back to relieve them. The storm not yet ended.



from New London, to Hudson Bay.

Sunday June 12<sup>th</sup> 1864.

Strong gales from N.E. with heavy, cloudy weather, and squalls of fog, the sun breaking out at intervals, from 8 A.M. to 3 P.M. Latter part fresh breezes, a very ugly sea running, at 3 P.M. were ship from S.E. by E. by compass, and could only head W by N on the other tack, although there was no change in the wind, at 5 P.M. were again and headed as before. S.E. by E. by compass,

This fault, or irregular variation of the compass, is something I am not able to account for

Lat by Obs  $58^{\circ}15'$  North,  
Long " Obs  $56^{\circ}06'$  West,

Monday June 13<sup>th</sup> 1864.

Bright winds from N.N.W. (true) very nearly, with fair weather. Except occasional squalls of fog, and little flurries of snow, the ship heading by the wind on different tacks, under short sail,

Lat by Obs  $58^{\circ}13'$  North,  
Long " Obs  $55^{\circ}43'$  West,



# Journal of a Whaling Voyage

Tuesday June 14<sup>th</sup> 1864,

Calm pleasant weather, Towards noon had light airs from the northeastern board steering N.W. by N. (true.) Employed in making good the damages of the late gale. Saw a number of Grampuses.

Lat by Obs  $57^{\circ}58'$  North,  
Long " Obs  $56^{\circ}10'$  West.

Wednesday June 15<sup>th</sup> 1864,

Very light airs from the northeastern board and cloudy weather. Steering northerly by the wind. no observation.

Thursday June 16<sup>th</sup> 1864,

Light airs from the Southeast, and east with fog, and light rain. Steering about N.W.  $\frac{1}{2}$  W. (true.)

Friday June 17<sup>th</sup> 1864,

Light airs from the northward. with snow at 10 A.M. clear weather. steering northwesterly by the wind. at 4 P.M. saw two large Icebergs to the westward, Tacked to the eastward. at 8 P.M. light baffling winds. Lat by Obs  $59^{\circ}18'$  North,  
Long by Obs  $63^{\circ}17'$  West,



from New London to Hudson Bay.

Saturday June 18<sup>th</sup> 1864,

Light winds from the Southward, with fog  
steering N. N. W. (true) at 4 A.M., fell in with  
the Rack Ice, and soon found that it stretched  
out to the Southeast of us, hauled by the wind  
and worked to the S. S. E. along its edge, at  
3 P.M., calm, with fog, at this time the  
Ice here from N. S. W. to S. S. E. around to the  
northern board,

Lat by Obs  $59^{\circ}18'$  North,  
Long " Obs  $60^{\circ}28'$  West.

Sunday June 19<sup>th</sup> 1864,

Light winds from about W, steering from  
S. S. E. to S. by compass, along the Ice, at 4 A.M.,  
the Ice made off to E. and finally to  
N. E. trailed it along, with fresh breezes  
from W. N. W. with fair weather for this  
region, had a little and some light snow squalls  
latter part of the day, fresh breezes from  
N. W. (true) steering northeasterly by the wind  
at 2 P.M., lost the Ice, at 3 P.M., fog.

Lat by Acc  $59^{\circ}30'$  North,  
Long " Acc  $59^{\circ}00'$  West.



# Journal of a Whaling Voyage from

Monday June 20<sup>th</sup> 1864

Strong gales from N.W. to W.N.W. (true) with clear weather, steering to the W.S.W. and S.W. by the wind, at 10 A.M. fell in with the Ice, made one or two tacks, to S.W. the headed to the northward the day out, saw Ice to westward until near night.

Lat by Obs 59° 53' North.  
Long " Obs 60° 14' West,

Tuesday June 21<sup>st</sup> 1864.

Saw the Ice, but left it

Fresh breezes from W.N.W. (true) steering N. by the wind under short, at 4 A.M. made sail, at noon wind about S.W. steered N.W. and W.N.W. at 1/2 P.M. saw several Ice Bergs, at 6 P.M. wind South, and light saw field Ice to westward, at 7 P.M. wind light from S.E. at 8 P.M. bore to heading to eastward, Barometer indicating a storm, my health is not as good as I could wish, but there seems to be but little opportunity for me to favor myself.

Lat by Obs 60° 50' North.  
Long " Obs 60° 27' West,



# New London to Hudson Bay.

Wednesday June 22<sup>d</sup> 1864,

Pushed across from N. N. W. with fog & squalls, snow squalls, and spells of clear weather, working to the N. W. along the Ice. Saw some very large Bergs to day, and a good deal of small ice off clear of the Pack. Some of it scattered for several miles away. Latter part of the day clear weather. No Obs.

Thursday June 23<sup>d</sup> 1864.

Strong breeze from W. very nearly (true) laying around the ice, at six A.M. made Resolution Island, bearing about W. N. W. distant by estimation 45 miles, and spoke ship Ansel Gibbs, of New Bedford, Capt. Killman, bound to Hudson Bay, worked some way into a lead, but had to run out again, then steered to the N. and W. along the Ice leaving detached sections to leeward, at 5 P.M. struck another lead, and worked into it, and lay by for the night, by working the vessel around in the clear water, at this time snow squalls. Ship Ansel Gibbs in company, Resolution Island bearing W. by S. at 8 P.M. clear again,

Set by Obs 61° 42' North  
Long " Chron 63° 10' West,

Look the Ice in earnest, and got in so as to make it difficult to get out.



# Journal of a Whaling Voyage from

Friday June 24<sup>th</sup> 1864,

Slight winds from the westward, with clear weather, working in to Resolution Island, through the Ice, in company with the ship, Ansel Gibbs. (Killman Master) at 6 P.M., made fast to a large cake of Ice, Resolution bearing W. by S. distant by estimation 30 miles, and by Chs 20 miles.

Lat by Obs 61° 4' North,

Long " Obs 63° 49' West,

Saturday June 25<sup>th</sup> 1864,

Strong breezes from the N. with snow squalls, made but little headway until 4 P.M., when a lead opened in our favor, which we improved, and made some ten miles or more on our course, at 7 P.M. wind light and the Ice closed up, both as us, and the Ansel Gibbs making fast to a large cake of Ice, the Ansel Gibbs on one side and we on the other, Resolution Island (Southern part) bearing W. by S. & S. distant by estimation 20 miles.



New London, to Hudson Bay in the *Cornelia*

Sunday June 26<sup>th</sup> 1864,

Light winds from the westward, with pleasant weather, laying fast to the Ice, at 6 A.M. Got underway, and hauled about until 10 A.M., when we got closed in entirely to the ice. Sail and made fast to the Ice, at 4 P.M. started again. The ice opening a little to the north we hauled to the north 5 or 6 miles, and at 9 P.M. got into a space of clear water, and hauled a back. Ship Ansel Gibbs in company South part of Resolution Island bearing W (true,) or N.W. by N. by compass.

Monday June 27<sup>th</sup> 1864,

Strong gales from about W. (true) with clear weather, at 1 P.M. the Ice was in a terrible commotion, and we got some pretty hard bumps, at 6 A.M. commenced working out of the Ice by going to the E. and N.E. at 10 A.M. was among quite open Ice, at noon struck land trending towards Resolution Island, and we worked up it until 4 P.M. when we could get no farther, and hauled a back. Ship Ansel Gibbs in company, Resolution distant by estimation 25 miles,  
Lat by Obs 61° 37' North,  
Long " 63° 50' West,



# Journal of a Whaling Voyage from

Tuesday June 28<sup>th</sup> 1864.

Strong breezes from S.W. with clear weather hanging on in the Ice under short sail, at 9 A.M. saw a Bark to the Southeast. at 2 P.M. strong gales. with cloudy weather. and squalls of rain. about 2 P.M. spoke Bark Arctoff of New Bedford. Capt Parker. Ship Ansel Gibbs keeping us company. at 4 P.M. Resolution Island bore S.W. by W. (true) that is the south part. the nearest part distant about 20 miles.

Lat by Obs 61° 38 North.

Wednesday June 29<sup>th</sup> 1864.

Strong breezes from S.W. hanging along the edge of the Ice. at 6 A.M. moderate winds. with spells of fog. and latter part had light winds and thick fog. laying around the Ice. Ship Ansel Gibbs. and Bark Arctoff. of N.B. in company. towards night came together and had a gun

Lat by Obs 61° 38 North.



New London. to Hudson Bay.

Thursday June 30<sup>th</sup> 1864,  
Light southerly winds, with rain and fog  
laying around the Ice, in company, with  
Ship Ansel Gibbs, and Bark Orytaft, at  
6 P.M. spoke Schu Leader of New London  
got letters and papers,

Friday July 1<sup>st</sup> 1864,  
Fresh breezes from W. very nearly, with clear  
weather, at 10 A.M. light winds, at 6 P.M.,  
fresh breezes again, worked into the Ice a few  
miles, and had a look at it, and drifted out  
of it again, Resolution Island, (South Part.)  
bearing W.S.W. (true) distant by estimation 40  
miles. Ship Ansel Gibbs, Bark Orytaft, and  
Schu Leader, in company.

Lat by Obs 61° 44 North,

Saturday July 2<sup>d</sup> 1864,  
Strong gales from the west, with clear weather  
at 6 a.m. commenced working up to the Rack  
(Ice) from which we had drifted away during  
the night, at 4 P.M. hauled a back and had  
a gam. with Ship Ansel Gibbs, Bark Orytaft and  
Schu Leader, at 8 P.M. light winds from S.W. started  
into the Rack the second time, Lat by Obs 61° 40 N.



# Journal of a Whaling Voyage from

Sunday July 3<sup>d</sup> 1864,

Slight winds from S.W. and W. to N.W. with the clear weather, working into Hudson Straits through the Ice. Find the Ice gate open to day, and with a fair wind could of made good progress. Ship Ansel Gibbs and Bark Orzcoft in company. The Sch. Leader worked ahead of us all, and at night was as far ahead as I could see, at 8 P.M. Resolution Island, South end bore W by N. true, and the nearest part of the Island distant about 22 miles, the Button Islands in sight to the S. by W. about noon to day got into a sort of whirl (probably caused by the turn of the tide,) which hustled us around with Ice for a few moments pretty lively. Mr. King 8<sup>d</sup> Officer, went on to one piece to make fast to it, but his Ice hook & traictoned and he went adrift into the Pack. The Ice going one way with him, while the current took us another, and for some time we could not lower a Boat to get him, and when we did, had to haul her over the Ice to where he was, this however lasted but a short time, after which we got into open Ice again.



# New London to Hudson Bay,

Monday July 4<sup>th</sup> 1864

Moderate breeze from W. N. W. and pleasant, with the exception of a short spell of fog, now and then. The Schr tied up to the Ice, at 2 A.M., got underway to keep clear of the southern Pack, at 6 A.M., tied up again, and at 9 A.M., again got underway, a head opening up the Straits at 11 1/2 A.M., all closed up again, and we tied up again this time to the largest cake of Ice we have yet seen, it being some 3/4 of a mile long, and 1/2 a mile wide. The ship Ansel Gibbs, Barth Orry Capt and Schr Leader, tied up to the same cake, this piece though large in surface, is flat, thin and rotten, and full of large holes. The current here is very rapid, and the <sup>ice</sup> whirls, and comes together at times with much force. latter part thick fog nearly all the time, and altogether it has been a very gloomy 4 of July. I cut off only Seamon I had and was one given to me. To make a Whiskey Punch to treat my friends, that call on me from the Vessels above named.

At noon the South Cape of Resolution Island bore N. by E. distant about 12 miles, and at 5 P.M., it bore N. W. the fog at this time lighting for a few minutes.



# Journal of Whaling Voyage from

Tuesday July 5<sup>th</sup> / 1864.

Light southeasterly winds and foggy, at 10 A.M. clear weather, the Schn tied up to a large Cake of Ice, Ship Ansel Gibbs, Bark Orytaft, and Schn Leader, tied up to the same piece, all hands onboard of us employed in taking care of the Vessel, the Ice at times nipping us pretty sharp, and lifted the Bows out about four feet, and with all we could do she remained in this way from morning until about 4 O'clock P.M., when with the assistance of the Ansel Gibbs and Bark Orytaft we got her afloat, at this time the Ice loosened around us, and the Ansel Gibbs, Schn Leader, and us made sail, after some warping, and got clear of the Cake, when she closed in upon us again and bound us fast, we had scarcely got out of hail of the Orytaft, which Vessel was not able to get clear, about 6 P.M. we saw her heel heavily to Port with the press of Ice and very soon her ensign went up Union down, soon after this Capt Parker came part way to us on the Ice, and told us his Rudder was completely carried away



New London to Hudson Bay,  
and wished us to lay by him if possible  
which we promised, and took in our sails  
and the Ansel Gibbs did the same. Capt  
Parker, had scarcely got to his ship when  
the ice made a rush, and the large cake  
of ice we had all been fast to broke into a  
thousand pieces, and piled up into all shapes,  
at about 8 O'clock the ice seemed to get  
still and we lay quite easy,

Button Islands in sight bearing S by E  $3\frac{1}{2}^{\circ}$   
(true) and the South Point of Resolution Island  
bore N. N. E. (true) and distant about 16 miles  
thought we saw the Lower Savage Islands

This has been a day of hard work, and  
a great deal of anxiety to us, and no doubt  
it has been so to those here with us, no  
one can tell anything about this icy  
region but those that have been here, and  
been beset with the ice, and those I  
think can see something new, by taking to  
the Pack here the 23<sup>d</sup> of June, which is just  
one month too early.



# Journal of a Whaling Voyage.

Wednesday July 6<sup>th</sup> 1864.

Strong breezes from the east with some fog in the fore part of the day, the latter part, pleasant. The Vessel beset in the Ice, and little effort made to get out of it. Ship Ansel Gibbs, Bark Orzcoft, and Scho Reader in sight. The Scho however worked nearly out of sight us during the day. Saw a great many Ice Bergs, some of which came very near us. at 6 P.M. light winds. Resolution Island. South Point bearing E by S distant by estimation 20. The nearest part of the Island being about 12 miles distant.

Thursday July 7<sup>th</sup> 1864.

Calm clear weather, no material change in the Ice, the Vessel gradually approaching Sower Savage Island, and perhaps nearing Resolution a very little. early this morning the watch report a strange sail to the S.E. which appeared to be in clear water. Ship Ansel Gibbs, Bark Orzcoft, and Scho Reader, in sight. latter light airs from the N and W. At noon Savage Island bore N. by E. distant by estimation 25 miles, and Resolution Island N.W. point bore N.E. by N distant about 10 miles,



From New London, to Hudson Bay

Friday July 8<sup>th</sup> 1864

Slight winds from the S.E. with rain, and fog, the Vessel closely beset with the Ice, and no open water to be seen, a large number of Ice Bergs in sight, and some of them uncomfortably close to at 11 A.M. fair weather, and calm, at noon Lower Savage Island (south end) bore N. to N by W, distant about 18 miles, Resolution Island N. W. point, bore N.E. by N. distant about 10 miles, Ship Ansel Gibbs, bore S, distant 2 miles, Bark Orzleff, bore S. by E. distant 5 miles, and the Sloop Leader bore N. by E. distant 3 miles, by estimation All the afternoon thick fog, mmmmm

Saturday July 9<sup>th</sup> 1864.

Slight winds from the east to north, the Vessel completely beset in the Ice, the current sweeping us in between Resolution and Savage Islands, and in what I consider a very dangerous situation, worked hard all day trying to haul through it some, but made little headway, we cut, prised, shoved, hauled, hove, and in fact did everything our ingenuity could devise. also made some preparation for leaving in case we should get swept on to the Rocks, at 9 P.M. showed Savage bore, (south end) N. W. by N. and the western point W. by N. distant about 2 miles, and we had been some nearer.



# Journal of a Whaling Voyage from

west end of Resolution Island here S.E.  $\frac{1}{2}$  S. nearest  
part of the Island distant 7 or 8 miles. and the  
northern point of Land to the east which I think  
may be the Queen's Ferland here N.E. distant  
say 14 miles. The Leader distant 3 miles to the  
N. N.E. and the Ship Ansel Gibbs distant about  
6 miles. to the S.E. W. from us Barren Orzgrapt  
nearly out of sight to the S.E. W. and what  
is somewhat remarkable. we were all close to-  
gether two days ago, and no earthly thing had  
separated us but the current, which every two  
miles here appears to have a different set.

Sunday July 10<sup>th</sup> 1864.

This has been a day full of anxiety. Twice our  
Vessel has barely escaped the Rocky shore of South  
lower Savage Island, our Bowdler running by the  
Ice, and the Head of it split. and now at  
9 P.M. we are not more than a mile from land,  
but at 3 A.M. I was called out. and all Hands  
mustered up. with the expectation that the  
Vessel would strike every minute, but we  
swept past the east end of the Island clearing  
it about 200 fads, the Vessel being entirely  
at the mercy of the Ice and current. or the  
who guides them.



New London, to Hudson Bay, in the <sup>Cornelia</sup> Scher Beer

at 4 P.m., the Scher Beer was pressed on to the land about one mile inside of us, she set her Colors union down, and answered her signal, but it was utterly impossible for us to help them or even get to them, at 5 P.m., we were almost on to the shore again ourselves, when the tide turned and swept us off a little, Ship Ansel (at 8 P.m.,) in sight off the west end of the Island, and the Scher Beer appeared to have got swept off from the shore a little and seemed drifting along the land to westward, and in here of us, have labored hard all day in trying to loosen the Vessel so as to get her away from the Land, between <sup>noon</sup> and noon we tried a long way be half a mile, but this afternoon have not been able to get her an inch through the Ice, Our position to night is one of extreme danger and every one that know when there is danger feels it, and all have made their preparations for what may happen, having put up a change of clothes, and a Bag of Bread for each Boat, the probability is if the Vessel goes ashore here, that we shall not be able to save any thing more than what we can carry in our Boats, which would have to be lowered on to the Ice, and then hauled over it to the Land, where we should have to depend upon Guns and ammunition for our subsistence.



# Journal of a Whaling Voyage. From

Monday July 11<sup>th</sup> 1864.

Moderate breeze from N.E. with fair weather and most of the day very pleasant, the Vessel closely beset in the Ice, and the current carrying to the eastward along the southern shore of the lower Savage Islands, and at 3 A.M. were very close in, after which the tide worked us off some 3 miles, when it began to ~~to~~ set us directly on shore, near the E. end of the Islands, at 10 A.M. came to the conclusion that we could not escape this time, Called all Hands, to be ready to leave the Vessel, she being at this time not more than 4 or 5 times her length from shore, which was high perpendicular Rocks, and it seemed that no earthly power could save us from being dashed against them, the current in whirls and eddies, at 6 knots, and whirling, and tumbling the Ice and Vessel about in a fearful manner, but around this rocky Bluff we went, our jib Boom just clearing the Rocks, and one solid Piece (or cake) of Ice pressing us still closer in, but about  $\frac{1}{4}$  of a mile further on we opened another high Bluff and this one the extreme eastern part of the Island, and could we pass it, we felt that for the present we should be out of danger, and while the few minutes were passing that it took to carry us by



New London, to Hudson Bay in the Sch. *Cornelia*,

A silent but rapid preparation was going on to leave the Vessel, a couple of large Bags of Bread that had already been prepared were stowed into each Boat, with a few pieces of fat salt Pork, a change of cloths all around, our Guns and Ammunition, Nautical instruments, Famine Hatchets, Fish Lines Hooks, &c, taking great care to lumber the Boats or load them more than we could help, knowing that if our Vessel should strike, we must to save ourselves lower the Boats the same instant upon the Ice and afterwards haul them over it to the Land, as the Vessel would of been instantly crushed up and run over by the Ice, But thank him who rules all things, we went by, the Ice crowding us so close, that as she went by the end of the Bluff I could for a moment of touched the Bluff which overhung us with an Ice pole, we could do nothing, and so stood and silently watched as we passed by, scarcely a breath was drawn, and not a whisper uttered except what passed between on the quarter deck as we stood ready to drop the Boats, when by a long breath was drawn, and as an eddy tide swept off shore, Torques were loosened, and blanched faces brightened up, this eddy tide carried about a mile from the east end of these Savage Islands, (rightly named,) and the regular current took us up through between them, and Esquimaux Island to the N. N. W. at noon



# Journal of a Whaling Voyage from

noon the Ice opened a little and we sailed some two or three miles to the W.N.W. opening out the western part of Resolution to westward of these Lower Savage Islands, when the Ice closed in around us again, and we were as firmly beset as if really frozen in, except that the current moved along with its changes, at 10 P.M. the Scho Leader was in sight between the N.E. point of Lower Savage Islands, and Esquimaux Islands, Ship Ansel Gibbs, and Bark Orystast in sight to the southward, the latter a long way off, so ends this eventful day, not lost yet.

Tuesday July 12<sup>th</sup> 1864.

Light winds from N.E. with fair weather the Scho beset in the Ice, at 4 am the Ice opened, sailed about 2 miles in a westerly direction, at 6 am Ice closed closed again tied up to a large ice of Ice at 5 am, ~~at 10 am~~ raining at 10 am, calm and pleasant, the sun shining out quite warm, in the afternoon got two casks of water off the Ice, at 5 P.M. west end of Lower Savage Islands bore E.S.E. South end of Esquimaux Island E.N.W. and the Saddle Islands bore N. distant about 9 miles. Scho Leader, Ship Ansel Gibbs and Bark Orystast. still in sight,  
Lat by Obs 61° 58 North, Long by Obs 66° 49 West,



New London to Hudson Bay, in the *Camelia*

Wednesday July 13<sup>th</sup> 1864,

Light airs from the westward, with thick fog. The *Scho* tied up to the Ice, (the same large cake as yesterday) no perceptible in the Ice except its rapid decay, but even at its present rate of wasting it will be a long time before it will be gone, by melting unless it scatters. at 10 P.M. clear weather,

Thursday July 14<sup>th</sup> 1864,

Light winds from E, with clear weather. The *Scho* closely beset in the Ice. Ship Ansel Gibbs, Bark Orreapt, and *Scho* Leader in sight to the South eastward, at noon, N.W. end of Esquimaux Island bore N.N.W. the most visible southeastern part E by N, Southern part of Lower Savage Islands bore E, S.E. at 3 P.M. cast off from our Ice dock, and moved the Vessel along about 400 feet, at 5 P.M. thick fog.

Lat by Obs 61° 43 North,

Friday July 15<sup>th</sup> 1864,

Strong gales from E very nearly, and thick rainy weather the *Scho* beset in the Ice, and surrounded by Bergs, at 5 P.M. cleared up some, saw Lower Savage Island bearing E  $\frac{1}{4}$  N, and Esquimaux Island as far to westward as N.W. by N, *Scho* Leader, and Ship Ansel Gibbs, in sight to the Southeastward,



# Journal of a Whaling Voyage from New

Saturday July 16<sup>th</sup> 1864.

Slight winds from N. to N.W. with thick and rainy weather at 10 A.M. fresh breezes, and clear weather, the vessel still beset in the ice. Lower Savage in sight, bearing about E by S. distant by estimation 30 miles. Esquimaux Island central part N.E. distant about 20 miles, saw ship Ansel Gibbs bearing S.E. distant 12 or 14 miles, and the schooner headed bearing S.E. by S. distant about 3 miles, we find that during the easterly storm of yesterday that our vessel has drifted with the ice to the west some, and a little to the north.

Lat by Obs  $61^{\circ}50'$  North,

Long " Obs  $67^{\circ}04'$  West.

Sunday July 17<sup>th</sup> 1864.

Fresh breezes from S.W. to S by W. with clear weather the schooner beset in the ice, at 9 A.M. the ice opened around us a little, and we tried to warp to windward to get off shore, but could not do it and soon the ice closed up again, find by the sound that we are drifting out of the Straits, but going east to fast for the southing we make, which we fear will carry us too close to lower Savage Islands especially if the winds should continue here from the



London, to Hudson Bay, in the Sch. Cornelia.

(afternoon)  
the south, in the cloudy weather, yet the clouds were high, and the air very clear beneath them showing the land very distinctly, and to a great distance, at 3 P.M. the ice opened around us again, so that we lowered a Boat, and by hauling her over the ice a little, run a line to a large cake of ice to windward, to which we hove up, and made fast, at this time S.E. end of Esquimaux Island bore E, N, E, the northwestern part as far as in sight, bearing N. W. by N. Lower Savage Islands S end bearing E  $\frac{1}{2}$  N, and the Middle of Resolution Island bearing E by S.

Ship Ansel Gibbs bore S.E. distant about 14 miles and the Sch. Leader S. by E, distant say 2  $\frac{1}{2}$  miles.

Lat. by Obs  $66^{\circ}45'$  North,  
Long " Obs  $66^{\circ}40'$  West,

at 8 P.M. thick, and rainy, and no little anxiety felt, in regard to the drift of the Vessel, yet hope from the appearances the wind will soon change to some other quarter, and alter the drift of the ice, towards midnight the wind changed suddenly to the N.W.



# Journal of a Whaling Voyage from New

Monday July 18<sup>th</sup> 1864.

Strong gales from N.W. with thick fog. the vessel beset in the ice, and moved to a large cald, at 10 A.M. the ice around us was thrown into a sudden, and violent commotion from some invisible cause, but in a few minutes the cause was divulged to us by the appearance of a very large Island of Ice coming out through the fog, and almost overhanging us. the small ice in which we were beset whiling and glancing by it in a fearful manner, called all hands, got our ice hooks in, and by dint of hard breasting, and shoving with poles, got past without hitting it. Current, and wind sweeping us, with the small ice along by at the rate of 3 or 3 1/2 knots, and we were about half an hour passing it. I judge this Island of Ice to have been about half a mile long, and at least one fourth of a mile wide, and higher than our mast heads, its sides as far as I could see both under, and out of water were perpendicular, and as smooth as if they had been sawed, and numerous streams of water pouring down from its lofty top. this is what I call an escape, for had we struck against it, we should of got our boats smashed up if saved no worse, but there is great danger in coming in



London, to Hudson Bay, in the <sup>Schooner</sup> *Cornelia*,

contact with these Islands of Ice, as other heavy Ice may be hurled against the Vessel upon the opposite side and crush.

It is my opinion that these Islands of Ice, being so large, and drawing such a great depth of water, reach far below the tidal currents, and consequently have hardly a perceptible motion, and that the tidal currents, and winds drive the small Ice past them, and with great fury, here where the current is very rapid. I know this to be the case with this Ice Island, as I have observed it now for several days, we having been drifting with the tides back and forth by it at a little distance for nearly a week, and near enough to the Land to know that it was the Vessel that was moving over the ground, with the small Ice, at 11 A.M. made a little sail, and pressed into the thin Ice, and made fast to the largest cake we could get hold of, in the afternoon the wind hauled to west and the fog partially cleared off, no open water to be seen, and numerous Ice Bergs in sight, saw the Land at intervals, at 7 P.M. S.E. end of Esquimaux Island bore cr. E. and the Middle of Lower Savage Islands bore about cr. E. by E. distant 15 miles or more, saw Ship Ansel Gibbs bearing S. E. by E. distant 12 or 14 miles, and the Schv. Trader bearing S. by E. distant one and a half or two miles.



# Journal of a Whaling Voyage, from New

Tuesday July 19<sup>th</sup> 1864.

Light winds from W. to S.W. and foggy the most of the time until about 3 P.M. after which time had clear weather throughout the rest of the day. Saw the Bark *Corys* at 4 P.M. bearing S. by E. we have not seen her before for several days. at 7 P.M. Ship *Ansel Gibbs* here S.E. by S. distant about 10 miles, and the *Schm* *Leader* here S. by E. distant about 2 1/2 miles. The South part of Resolution Island bore E 1/2 N. distant by estimation 30 miles, and the middle part of the Lower Savage Islands. bore N. by E. distant say 25 miles. Esquimaux Island in sight from N. to N.W. by W. saw some open spots in the Ice, caused by the turn of the tides I think, as open water is seen the most about the changing of the current. The Ice also appears to be going very fast. saw less Berge to day, than for several days past. our hopes begin to die out of making our Voyage, and getting home this fall, and of wintering in Hudson Bay is now confidently talked of.



London. to Hudson Bay, in the Sch Cornelia,

Wednesday July 20<sup>th</sup> 1864,

Calm, pleasant weather, the Sch beset in the  
Ice. Saw seven Sails all of them to the S. and E.  
Ship Ansel Gibbs, and Sch Leader distant about  
five miles, the rest of them, a long way off, at  
8 P.M. Resolution bore E. N. E.

Lat by Obs 61° 26 North.

Long " Obs 66° 12 West.

Thursday July 21<sup>st</sup> 1864,

Light airs from S.W. and by spells, with pleasant  
weather the Vessel beset in the Ice, but find the  
Ice much more open than we have seen it before  
since entering the pack. If the wind had been so  
as to let us go before the it I think we could of made  
several miles on our course, saw 9 Sails, seven of them  
Bark rigged, one a Brig, and one a Sch, three of  
them are our old company keepers, Vice Ship Ansel Gibbs  
Bark Oryteft, and Sch Leader.

We find ourselves working out of the Straits, by some  
cause faster than any of the Vessels, the cause is  
probably in the Ice and tides, the other Vessel we  
think are in heavier Ice than we are, which is  
less influenced by wind, and tides, Resolution Island  
at 8 P.M. bore E. very nearly,

Lat by Obs 61° 19 North,  
Long " Obs 66° 10 West,



# Journal of a Whaling Voyage, from New

Friday July 22<sup>nd</sup> 1864.

Light winds from the S.W. to S.E. the Vessel tied up to the Ice, at 3 A.M. made sail, once more, the Ice opening a little, and succeeded in getting along some 5 or 6 miles up the Straits when the Ice closed again, and we tied up to a hummock, at 3 P.M. the Ice loosened, and we started again, this time finding the Ice more and more open as we proceeded. In our course, which was to the N. and West passing lower Savage Islands, at the distance of about 16 miles, and holding Bequimaux Island at about 18 or 20 miles distant, 9 sails in sight all of them steering the same as ourselves, Sat 61° 20' N.  
by observation

Saturday July 23<sup>rd</sup> 1864

Light winds from the E. to N.E. with cloudy hazy weather, steering to the W. N.W. along Bequimaux Island, keeping the shore about 12 miles distant spoke Bark George. And Mary of New London and got letters by her from home, 9 sails in sight at noon middle Savage Islands bore S.E. by N. distant about 12 miles, in the afternoon light rain, at 6 A.M. run out of the Ice, and saw nothing but a few scattering cakes during the remainder of the day. The Vessel at the time we cleared



London, to Hudson Bay, in the Scho. *Cornelia*,

The Ice was about  $\frac{2}{3}$  of the distance up from lower to Middle Savage Islands, we had been up at this very nearly, more than a week ago, and thought that we could see clear water some 8 or 10 miles to the N. N. W. from us, but a strong westerly wind set in and we drifted back with the Pack,

Sunday July 24<sup>th</sup> 1864,

Light winds from the N. and fair weather, steering about W by the wind, at 4 A.M. fell in with the Ice being nearly up to the upper Savage Islands but by working in shore kept clear of it, at 9 A.M. strong breeze, 6 Sails <sup>sight</sup> all working to windward along the Ice, the Upper Savages in sight to the N. W.

Lat by Obs 62° 26' North  
at 2 P.M. Long " Obs 70° 18' West,

at 7 P.M. Upper Savage Islands bore E. N. E. distant by estimation 8 miles, and the Ice growing troublesome, at 11 P.M. there was five <sup>native</sup> Canoes came off to us from North Bluff. They had a few Walrus Teeth, and a few small skins for sale, but we were working the Ice, and could not very well stop to trade with them, although they appeared to be very anxious to have us do so.



# Journal of a Whaling Voyage from

Monday July 25<sup>th</sup> 1864,

Very light airs from the N.W. which soon died out. when wind came out from the S.E. but quite moderate, and hazy weather, working the Vessel to the N.W. along Queen's Ann's Greenland, through leads in the Ice, at the distance of from 10 to 12 miles. Saw five Sails, in the afternoon had a little rain, and towards evening some fog. at 8 P.M. the N.W. part of Queen's Ann's Greenland bore or distant about 20 miles, at this time we steered off from the land making about a W. or W. by N. course, through leads opening in the Ice. in that direction two Sails in sight.

{ at noon } Lat by Obs 62° 58' North  
Long " acct 72° 00' West,

at 9 A.M. got into a patch of heavy and high Ice, which stripped all the Port Cranes off from under the Boats, and stove the Mast quite bad. after this had very easy going.



New London to Hudson Bay, in the Sch. Cornelia

Tuesday July 26<sup>th</sup> 1864, <sup>35</sup>

Slight winds from E. N. E. and cloudy, with some attempts at raining, working through the Ice to the W. and W. N. W. the Ice opening in a sort of through which we picked our way, with little trouble to the South of us the Ice appeared to be close, at 6 A.M. got into clear water again, and steered W by N by the wind, wind at this time E. N. W. could see heavy Ice to Southward, but nothing but scattering pieces to the north, at 9 A.M. made Salisbury Island bearing W. at 11 A.M. came up with Ice ahead, and had to beat to the north to get by it, but by working north. worked to westward, saw seven sails during the day, at 8 P.M. Salisbury Island bore (north part) W. distant 20 miles, during the afternoon had the wind about E. N. W. and lay aback a part of the time for the men that had been here before to come up with us, and go ahead, we being ahead of the Fleet. Employed in repairing the Mast Boat,

Lat by Obs  $63^{\circ}45'$  North,



# Journal of a Whaling Voyage from New

Wednesday July 27<sup>th</sup> 1864.

Sight air from the W. with thick fog, at 8 A.M. the fog cleared up, and we made Mill Island bearing W by N, distant by estimation 15 miles, at 10 A.M. light winds from S.E. steered to the N.W. along the Ice, the Ice being to westward of us, at 3 P.M. came up with Ice ahead between Mill Island, and Kings Cape, at 8 P.M. light air from N. to N.E. worked to the N. along the land to the north of Kings Cape, through leads in the Ice, but made slow progress, a good many <sup>men</sup> Natives came off from the main land to trade with us, saw 4 sails, viz. the Bark's Black Eagle, Morning Star, Antelope, and George & Mary.

Thursday July 28<sup>th</sup> 1864.

Calm pleasant weather. The Vessel among loose Ice between Mill Island, and Kings Cape, at 7 A.M. Hooked on the Boats and towed the Vessel until noon, when a light breeze sprung up from S. and we steered about W through the Ice to the northward of Mill Island, at P.M. got into clear water, there being no Ice in sight to the north of us, but there was a pack to the



London, to Hudson Bay, in the Schooner *Cornelia*,

south stretching along to the westward, at this time  
had a strong breeze from S.E. very nearly, at 9 1/2 P.M.  
foggy. shortened sail and hove back, at 10 P.M.  
the fog gave place to rain, so much, saw 4 Sails.

At noon Lat by Obs  $64^{\circ}24'$  North.

Friday July 29<sup>th</sup> 1864.

Strong breezes from S.E. to E. and rainy weather,  
at 5 A.M. the weather cleared up, hauled forward  
steering to the S. and W. through leads in the ice  
at 9 A.M. got into entirely open water no ice  
to be seen any where. Steered S.W. at 10 A.M.  
made Seahorse Point bearing W. N. W. distant by  
estimation 15 miles, at noon it bore N.W.

Lat by Obs  $63^{\circ}38'$  North. Latter part of the  
day steered S.W. along South Hampton Islands, at  
4 P.M. made Cape Kembrooke bearing W. N. W.  
distant by estimation 15 miles. Fresh breezes  
from N.E. with clear weather.

The land to westward of Cape Kembrooke is low  
and at a distance of a few miles, has the appearance  
of being smooth and level, but destitute of any  
appearance of vegetation.



# Journal of a Whaling Voyage. from New

Saturday July 30<sup>th</sup> 1864.

Fresh breezes from the N.E. with pleasant weather steering to the S.W. along the southern border of the Southampton Islands. afternoon. had light winds from the northern board. steered W by N. Saw two Sails to westward, and at 7 P.m. Cape Southampton bore N.E. by N distant by estimation 9 miles. Employed to day in clearing up our Ice gear, and getting in readiness for Whaling.

Lat by Obs  $62^{\circ}04'$  North.  
Long "  $Chro 83^{\circ}24'$  West.

Sunday July 31<sup>st</sup> 1864.

Light airs from the northward. and warm pleasant weather, at 8 A.m. calm. latter part very light airs from the southeasterly board. steering W. N. W. or trying to steer so. Saw Barks. Antelope. and George & Mary and spoke the latter. in the evening hazy. with signs of foul weather.

Lat by Obs  $61^{\circ}56'$  North.  
Long "  $Chro 84^{\circ}48'$  West.



London, to Hudson Bay, in the Schooner *Cornelia*.

Monday Aug 1<sup>st</sup> 1864.

Moderate breezes from the southern board, and pleasant, and there is unmistakable signs hanging around of a storm. Steering W. N. two Barks in sight, at 4 P.M., spoke Bark George & Mary, and had a gam.

Lat by Obs 62° 33 North,  
Long " Obs 86° 29 West.

Tuesday Aug 2<sup>nd</sup> 1864.

Fresh gales from E. S. E. to E. with heavy cloudy weather, steering W. N. at 1 P.M., made Marble Island bearing W. distant, 10 or 12 miles, wind from N. E. to N. N. E. and moderating, stood in to the North of the Island, and at 5 P.M., tacked to the eastward. Went a new Gensail, saw 2 Sails, saw breakers about half way between Marble Island and the Land north of it.

Wednesday Aug 3<sup>rd</sup> 1864.

Light winds from the north, and pleasant, found a strong southerly current, at 2 P.M., Calm, at 4 P.M., light winds from S. W., steered to the N. and E. Employed in lashing down the bowsprit, two Sails in sight, at 6 P.M., Marble Island bore N. E. W. distant about 10 miles.



# Journal of a Whaling Voyage, from New

Thursday Aug 4<sup>th</sup> 1864,

Light air from the Southward, and pleasant steering to the North, and east, along the Land, keeping it the distance of 10 or 12 miles, but a sort of smoke, or Mirage hung over the Land which debared us from getting a good view of it. Barker, Antelope of N. B. and George & Mary of N. L. in company, saw a good many seals, and a very few Birds, but nothing like Whales, Lat by Obs 63° 11' North,

Friday Aug 5<sup>th</sup> 1864,

Light southerly winds, and pleasant, steering along to the North & east, keeping as near the Land as thought prudent by the Captain at 6 A.M. passed Depot Island, saw two Houses, and a Flagstaff upon it, off this Island we expected to find Whales, certain but saw nothing, but a few seals, and were in two Walrus, and the latter might of been large seals, Our hopes of getting home this fall are fast vanishing away, at 7 P.M. light wind from the northward, the Vessel near Cape Fullerton, Bowed Welcome, Barker Antelope, and George & Mary in company, Lat by Obs 63° 57' North,



London, to Hudson Bay, in the Schooner *Cornelia*,

Saturday Aug 6<sup>th</sup> 1864,

Light airs from the N.E. and pleasant, at 6 A.M.,  
light airs from the south, saw a strange sail,  
worked our vessel to the east, and north, along the  
land, at 9 A.M., light winds from S.W., at  
4 P.M., went into the shore with two boats,  
and had a look around the rocks, but saw  
no Whales, but saw 5 Peewees on the land  
and Gulls very numerous, also saw some ducks  
at 7 P.M. 4 sails in sight. I have been out of  
temp. all day, for very obvious reasons.

Lat by Obs 64° 02' North.

Sunday Aug 7<sup>th</sup> 1864,

Fresh gales from the south with heavy cloudy weather  
steering to the N.N.E. along the western shore of  
Rouge Welcome, at 1 A.M. got up with the Winter Fleet  
one of them the *Barb* Andrews was cutting a Whale  
the first Whale we had seen or heard of. at 6 A.M.  
luffed by the wind and stood across, to the eastern  
shore of the Welcome, the weather thick and rainy.  
held on with short tacks under short sail,  
at 4 P.M. the wind moderated, with clear  
weather, at 7 P.M. steered as near north as we  
could. the wind bearing to westward, two sails  
in sight.



# Journal of a Whaling Voyage from

Monday Aug 8<sup>th</sup> 1864.

Light winds from S.S.W. very nearly, with fair weather, the Vessel laying a back. at 3 am, started to the N.W. at 7 am, was off the mouth of Wager River, saw a little light scattering Ice and a good many Walrus, but no Whales, hauled by the wind and worked southeard, along the West Shore of Kowes Welcome, weather dull and cloudy, in the afternoon had thunder squalls, and rain, at 4 P.M., fair weather, and nearly Calm. Saw 4 Sails.

Tuesday Aug 9<sup>th</sup> 1864.

Very light baffling winds, and calm by spells, worked to the south and west, at 7 am, thick fog, at 3 P.M., the fog cleared off at 7 P.M. was about 8 miles from the Land, and as we supposed some where near Whale Point, saw three Whales and lowered for them, but it being calm we had no chance to strike, the Whales were small, and seemed working northward, and were very shy. When we get a reckoning I shall expect to find that we was about 20 miles south of Wager River, at 9 P.M., hove a back.



New London, to Hudson Bay, in the Scho Cornellia.

Wednesday Aug 10<sup>th</sup> 1864.

Very light southerly winds, and pleasant. The Vessel  
laying a back. at 3 a.m. stood in shore on the west  
side of Rooves Welcome. at 6 a.m. saw a Whale. got  
Breakfast all Hands, lowered and dogged it  
around until near noon. when having chased  
it close into the rocks, the Capt called us aboard, and  
gave it up, to look for another, but have not seen  
any more to day. latter part of the day pleasant breeze  
from S.W. and cloudy. Towards evening showery, saw six  
sails. saw ship Ansel Gibbs cutting a Whale.

Lat by Obs 64° 48 North.

Thursday Aug 11<sup>th</sup> 1864.

Light winds from the W. and pleasant, at 6 a.m.  
light air from the southward, 8 sails in sight  
saw a good show of Whales to day, found  
them about 12 to 15 Miles from the land on  
the west shore of Rooves Welcome, saw several  
ships take Whales, but although we chased them  
all day, we could not catch one, got near enough  
to miss them and that was all,

Every body looking as black as a thunder cloud  
but no one looking blacker than I feel.

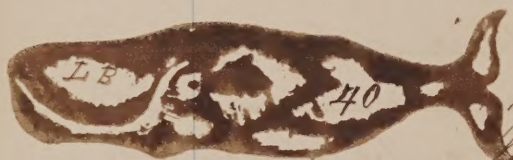


# Journal of a Whaling Voyage. from New

Friday Aug 12<sup>th</sup> 1864.

Bright air from the west to N. and in the latter part fresh breeze from N.E. weather.

The weather pleasant, until about 4 P.M. when we had a little fog, at



10 A.M. saw, and lowered for two Whales, and succeeded in catching one, got it alongside about noon, and about 5 P.M. got it cut in, it took us a good while to get ready to go to work as usual the first time. Saw several sails, the most of them boiling. Lat by Obs 64° 06 North,

Saturday Aug 13<sup>th</sup> 1864.

Fresh breeze from N.E. and cloudy, by the middle of the forenoon calm, got ready and commenced boiling about noon, saw six sails, but no Whales, neither have we seen any one else boiling. in the evening light winds from N.E. again suppose the Vessel to be off Whale Point.

Lat by Obs 64° 03 North, supposed we saw a Whale, that is the Capt saw one blow twice, but it could not be seen again,



London, to Hudson Bay, in the Scho Cornelia,

Sunday Aug 14, 1864,  
Fresh gales from N.E. with cloudy, wet weather,  
at 4 P.M. it got to raining so we had to stop  
boiling out oil. kept the Vessel in with  
the Land near Cape Fullerton, saw several  
Sails, and among them saw one of our old com-  
panions through the Ice, viz the Scho Leader,

Monday Aug 15<sup>th</sup> 1864,  
Strong gales from N.E. with rain, and fog,  
saw two Sails, at 6 P.M. supposed ourselves  
just north of Chesterfield Inlet, but were  
not able to fully make out the Land,

Tuesday Aug 16<sup>th</sup> 1864,  
Fresh gales from N.E. with cloudy weather,  
steering by the wind. keeping the land just  
in sight to the north of Marble Island,  
saw one Ship, and spoke the Scho  
Leader, at 6 A.M. commenced boiling  
again, and at 9 P.M. finished, have  
had trouble enough with this little Whale to  
have taken from at least, and now we  
are about 135-miles from nowhere, and are  
like to be nowhere all the voyage,

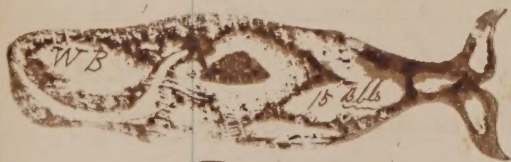


# Journal of a Whaling Voyage, from

Wednesday Aug 17<sup>th</sup> 1864.  
Fresh gales from N.E. and cloudy with some rain, working northward along the Land, keeping it just in and out of sight. Stowed down our Oil in the morning. in the afternoon had moderate breezes, and fair weather, at 6 P.M. made ourselves out to be a little south of Chesterfield Inlet, two sails in sight.

Thursday Aug 18<sup>th</sup> 1864  
Moderate N.E. winds and cloudy weather beating northward along the land, saw several sails, and saw two or three have their boats down for Whales, but saw no Whales ourselves, in the afternoon had light winds, and in the evening light baffling winds, kept the land in sight.  
Lat by Obs 63° 39' North.

Friday Aug 19<sup>th</sup> 1864.  
Calm fair weather, the Vessel of Rocky Point, at 3 A.M. lowered for Whales, did a good deal of paddling, and figuring, and about noon caught a small one took it alongside, cut it in and commenced boiling. saw several ships chasing Whales, and two boiling, at 2 P.M. light from S.E. at 4 P.M. showing,





New London, to Hudson Bay, in the Ship Cornelia.

Saturday Aug 20<sup>th</sup> 1864.

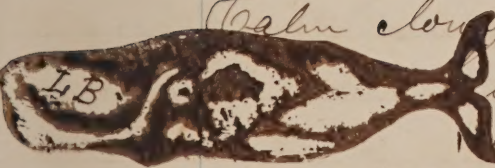
Light changeable winds, and fair weather,  
finished boiling, worked to northward, saw  
Vessels both sides of us Whaling, but some distance  
off. Saw no Whales ourselves until 6 P.M., when  
we saw a Whale which was going very fast, however  
we lowered two Boats. to try it but took them up  
right off, as the Whale went out of sight,  
suppose ourselves off Cape Tullerton.

Sunday Aug 21<sup>st</sup> 1864.

Light airs from the northward in the fore part  
of the day, and afterwards from the Southwest,  
Stowed down the Oil of our last Whale in the morning  
it made about 15 Bbls. Saw 9 sails, 6 of them  
boiling, and two chasing Whales. in the course of the day  
lowered for a galled Whale ourselves, but did not get  
near it. Land distant about 8 miles at 6 P.M.  
Lat by Obs 64° 16' north,

Monday Aug 22<sup>d</sup> 1864

Calm cloudy weather, at 3 A.M. heard a Whale, and  
lowered two Boats, succeeded in catching it  
to only one to be seen, cut it in, made sail  
and worked Southward, with light with wind from that  
quarter. Latter part fresh breeze, had the Ague & Fever myself, and lay below all the latter part of the day.





# Journal of a Whaling Voyage. from New

Tuesday Aug 23<sup>d</sup> 1864.

Fresh breezes from the N.E. with fog, at 4 A.M. the fog cleared up, the weather dull with a cloudy sky, the Vessel laying aback, worked southward by standing in, and off from the Land, at 6 P.M. Depot Island, here about N. N. W. distant 6 or 7 miles. Saw no Whales to day, Saw several sails, but none of them appeared to see anything. Spoke Bark Concordia of Sag Harbor, Brig Isobel of New London, and the Sloop Glacier of New Bedford.

Wednesday Aug 24<sup>th</sup> 1864.

Fresh gales from N.E. with cloudy weather, working the Vessel to the eastward along the land, beating up, keeping the Land distant from 4 to 12 or 14 miles, saw 5 sails, and saw three of them run into Depot Island. Spoke the Sloop Ellen, Jr. of New London, at 10 A.M. began to have spells of fog, started our try Works at 3 A.M. to boil out our last Whale, at 8 P.M. strong gales, took in the light sails, and soon had to dingle Reef.



# London to Hudson Bay, in the *Sem Cornelia*

Thursday Aug 25<sup>th</sup> 1864

Strong gales from N.E. first part cloudy, and latter part clear weather, carrying two reefed sails by the wind, the Vessel near Cape Gullerton, at the Mouth of Sir Thomas Ross Welcome, keeping the land from 4 to 12 or 14 miles distant, the *Sem* Glacier, of New Bedford, the only sail in sight, Finished boiling our Whale at 6 A.M.

Friday Aug 26<sup>th</sup> 1864,

Moderate breeze from N.E. and pleasant, stowed down our Oil, call it 20 Bbls, in the afternoon kept off before the wind, for Depot Island, towards night nearly calm, lowered the Boats, and towed, and sailed into Depot Island Harbor, and anchored at 3 P.M. in 10 fms water, found 6 sails at anchor here.

Saturday Aug 27<sup>th</sup> 1864

Calm and foggy in the morning, towards noon light airs from S.E. which hauled to the westward and freshed up quite fresh, the Vessel at anchor inside of Depot Island, took a boat off the Island, and had some Lime Juice purchased from the Brig Isabella, of New London.



# Journal of a Whaling Voyage, from New

Sunday Aug 28<sup>th</sup> 1864,

Strong N.W. gales, and clear weather. Laying at anchor into Depot Island, in the afternoon had moderate breezes, and in the evening Calm.

Monday Aug 29<sup>th</sup> 1864,

Calm pleasant weather, laying into Depot Island at 4 A.M. light winds from N.E. hove short, and made sail. at 10 A.M. took the anchor up, and tried to get out, but the wind was now nearly all gone, and after drifting around until 2 P.M. had to anchor again, at 4 P.M. light winds from the southward, took our anchor again, and steered to the eastward, towards Cape Fullerton, keeping the land distant about 7 or 8 miles. Barks, Concordia, George & May, and Schr Ellen F. came out and are steering the same course. Brig Isabella also came out, but held by the wind, evidently trying to work south. Left at Depot Island, the Bark Monticello, of New London. She went into winter quarters this morning, and will not come out again until next summer, we also left the Brig Oxford, and Schr Isobel getting water, to leave here for a short sperm whale cruise, and home, the former with 60 bbls of Oil, and the latter clean,



London. to Hudson Bay, in the U.S. Cornelia.

Tuesday Aug 30<sup>th</sup> 1864,

Moderate westerly winds, and pleasant weather, steering to the northward along the west shore of Koores Welcome, Barre Fergie & May, and Schu Ellen F, in sight astern, at noon calm, in the afternoon had some light baffling airs, at 4 P.M., saw a sail to the north-boiling, but we have seen no other signs of Whales.

Lat by Obs 67° 18 North,

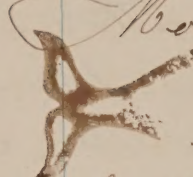
Wednesday Aug 31<sup>st</sup> 1864,

Sight variable winds, and pleasant, the vessel about half way between Whale Point, to Wager River. Saw several Whales, and chased them from morning until middle afternoon, but without success, there is eight vessels of us here, and all have been Whaling the most of the day, but no one has got anything, I never saw Whales wilder in my life than these here, and a little spot here is the only place any Whales has been seen for the last three weeks.



# Journal of a Whaling Voyage, from New

Thursday Sept 1<sup>st</sup> 1864,

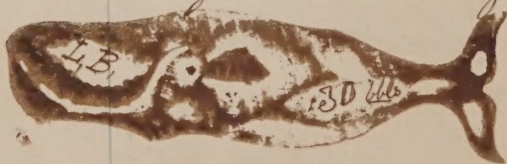
 Moderate southerly winds, and pleasant, saw some 12 or 15 Whales to day, and tried hard to catch one, but the nearest we came to it was to have one missed, not a very pleasant affair when the whales are so shy. 7 sails in sight, all have been whaling nearly all day, but no one has caught a Whale,

Saturday Sept 2<sup>d</sup> 1864,

 Fresh breezes, and towards noon fresh gales from S.W. with clear weather. lowered three times for Whales but without success, seven sails in sight all have been whaling but two, but no one has got anything, The position of the Vessel is about halfway between Whale Point and Major River.

Saturday Sept 3<sup>d</sup> 1864

Light winds from S.W. with clear weather. Saw a few Whales, and was fortunate enough to take a small one. Saw 4 sails.



all of them was whaling a part of the day, but they did not get anything, The position of our Vessel as near as I can judge, is about half way between Whale Point, and Major River, in Howe's Welcome



London, to Hudson Bay, in the Sch Cornelia,

Sunday Sept 4<sup>th</sup> 1864,

Bright S.W. winds, and pleasant, saw 5 or 6 Whales to day, and worked perseveringly to catch one, but could not do it. Three sails in sight, and all of them have had their boats down after Whales, but with no better success than ourselves, in the afternoon had fresh breezes, We find the Whales here as a general thing from 6 to 12 miles from the Land. West Shore of James Welcome,

Lat by Obs 69° 47' North,  
Long " Act 83° 30' West,

Monday Sept 5<sup>th</sup> 1864,

Fresh breezes from S.W. with clear weather, Employed in Boiling Oil, and chasing Whales, saw 5 or 6 during the day, and had a good chance to fasten to one, missed this made us all feel good, after working so long and hard for the opportunity, we find the Whales very shy here, and quite scarce, and only on a very small spot, when a 4 or 5 miles one way or the other, we have seen none at all, there is now three Vessels here with as all of which has done just about the same lowering, and chasing that we have, but neither of them has got anything here. since we came,



# Journal of a Whaling Voyage, from New

Tuesday Sept 6<sup>th</sup> 1864.

Light S.W. winds, with clear weather. Employed in boiling. Worked to the southward, along the west shore of Bowd Welcome. Saw no Whales, three sails in sight, saw no Boats lowered from any of them, but all carrying all sail and beating southward, at midnight finished boiling  
Set by Act 64° 30' North

Wednesday Sept 7<sup>th</sup> 1864.

Light changeable winds, and pleasant, except one or two short spells of fog, in the calm. Towards evening light airs from S.W., steered southwesterly along the west shore of Bowd Welcome. Stowed down our Oil. The Whale made us about 35 Bbls, I call it 3 bbls, 3 sails in sight

Thursday, Sept 8<sup>th</sup> 1864.

Strong gales from N.E. with clear weather, at 1 a.m. hove to. at 5 a.m. kept off to the westward for Depot Island, and at 11 a.m. anchored inside of Depot Island. in 14 fms water. rocky bottom. There is now 6 of us all in here. the Barbs Monticello, and George & Mary, are in their winters quarters, and the Ansel Gibbs, Glacier, Concordia, and ourselves, are laying outside, of the winter Harbor,



London to, Hudson Bay, in the Sch. *Cornelia*,

Friday Sept 9<sup>th</sup> 1864,  
Light northerly winds, and pleasant, laying at anchor inside of Depot Island, towards noon calm, in the afternoon light airs from the south, at 3 $\frac{1}{2}$  P.M. got underway for Marble Island to look winter quarters there Barn Ansel Gibbs, and Sch. *Glacier* in company, latter part fresh breezes from the westward,

Saturday Sept 10<sup>th</sup> 1864,  
Fresh breezes from the west, and clear weather the Sch. laying aback, at daylight started on our way again for Marble Island, at 10 A.M., Wind S.W. and had to beat for it, at 8 P.M., Marble Island bore W. S.W. distant by estimation 8 miles, the Ansel Gibbs. & *Glacier* in company,

Sunday Sept 11<sup>th</sup> 1864  
Fresh gales from S.W. with some fog, and hazy cloudy weather, at 9 A.M. came to anchor under the north side of Marble Island in  $7\frac{1}{2}$  fms water, the Barn Ansel Gibbs, and Sch. *Glacier* doing the same, after dinner went on shore gunning, and prospecting, and the Captains, went in and sounded out a good Harbor, so ended,



# Journal of a Whaling Voyage, from New

Monday Sept 12<sup>th</sup> 1864.

Fresh breeze from S.E. with cloudy weather  
Laying at Anchor, under the north side of  
St. Mark's Island, at 5 A.M. got underway,  
and stood up, and around the east end of  
the Island and thence along the south shore  
to the Harbor on the south side of the Island,  
where we run in and anchored at 11 1/2 A.M.,  
this Harbor we intend to make our winter  
quarters, it is a fine little land locked Harbor  
with anchorage in from 12 to 45 fms water  
sticky bottom, the Harbor though small, is  
large enough for a good many ships.

The Passage in ~~reverse~~, and somewhat narrow, with  
with about 20 feet water at half tide.

The Bark Ariel Gibbs, and Sch. Glacier came  
in here with us, and we found the Bark  
Orytaft and Sch. Ellen F. ~~also~~ already in  
here, the former in the inside Harbor, and  
they <sup>the</sup> in the outside Harbor.

This afternoon we washed off the  
Vessel, one of the winter arrangements.



London. to Hudson Bay, in the Schm Cornelia,

Tuesday Sept 13<sup>th</sup> 1864,

Fresh easterly gales with rain and fog, the Schm in winter quarters at Marble Island, Landed our empty Casks, and cleared up the hold some &c,

Wednesday Sept 14<sup>th</sup> 1864,

Fresh west. and northwesterly winds, with cloudy weather the Schm in winter quarters at Marble Island, Pumped off a part of our Ground Tier &c,

Thursday Sept 15<sup>th</sup> 1864,

Strong gales from N.W. to N. with clear weather, ~~Strong~~ the Schm in winter quarters, at Marble Island, Employed in fudding at nothing,

Friday Sept 16<sup>th</sup> 1864

Light easterly winds, with cloudy weather, at 5 P.M., started off one Boat in company with one from each of three other Vessels, to look up the Natives on the main Land, and try and get them to come and live with us through the winter, and to buy skins of them for winter clothing, Also sent a Boat each out around the Island to see if there is any whales about, at 6 P.M., the Boats looking for whales got back had seen nothing, at 5 P.M., it set in for a snow storm. the first of the season, so ends,



# Journal of a Whaling Voyage, from New

Saturday Sept 17<sup>th</sup> 1864.

Light N.E. winds with snow, at 7 A.M. it began to clear off. Scatter part light air from around to S.W. with clear weather. The snow fell in this storm about 4 inches on the land. The Seal laying in her winter quarters at Marble Island, Hudson Bay.

Sunday Sept 18<sup>th</sup> 1864.

Fresh breezes from the southward, with cloudy weather. The Seal in her winter quarters at Marble Island, at 7 A.M. I started with my Boat, in company, with a Boat from each of the other three Vessels here on a Deer Hunting excursion over to the Main Land, at noon strong gales, with snow, and rain.

Monday Sept 19<sup>th</sup> 1864.

Strong breezes from the westward, with fair weather. The Seal safely anchored for the winter at Marble Island, eight Boats in all, now away from the Fleet, four of them looking up natives, and four off hunting, at 2 P.M. strong gales from N.E. with snow, and sleet, in fact a very tedious snow storm.



London. to Hudson Bay, in the Scho Conelia,

Tuesday Sept 20<sup>th</sup> 1864,

Strong gales from N.E. with snow, at 4 am. Strong gales from N.W. and fair weather, at noon the gale moderated, at 6 P.M. I got back with the other three boats that left the vessel in company with me, we got one Reindeer, and a quantity of Partridges, but the party that left on Friday last has not yet returned.

Wednesday Sept 21<sup>st</sup> 1864.

Fresh breezes from N. with fair weather, the Scho lying at Marble Island, in winter quarters, at 1 P.M. the Party that left the Scho last Friday returned, they had found the Natives, and purchased some Skins which they brought with along with them, they also purchased some 15 or 20 Reindeer ~~Skins~~ which they were obliged to leave behind as they could not stay for the Natives to bring it down to them, from where they had it buried under stones, some ways inland, these Boats will go back for it as soon as the winds, and weather will admit,

Employed on board in breaking out provisions and tacking the Pickle from Beef and Pork for winter use, in the evening it came on to snow quite smartly.



Schr Cornelia, of New London, in winter

Thursday Sept 22<sup>nd</sup> 1864,

Fresh breezes from N. to N.E. with squalls of snow, and light rain, got two Boats, fitted for another expedition tomorrow if the weather permits

Friday Sept 23<sup>d</sup> 1864,

Light northerly winds, and fair weather, except an occasional light fog squall, at 7 A.M. eight Boats started, away from the fleet on a hunting and trading expedition. They comprised Captains, and First Mates of the Bach's Orratapp and Angel Gibbs, and Schr Glacier, and the Captain, and Second Mate of our Vessel, the Captains intend to hunt for deer on the main land while the Officers will again look up the Natives and buy of them what they can in the of skins for clothing, and fresh meat,

Saturday Sept 24<sup>th</sup> 1864,

Moderately light winds from the northward with fair weather, except an occasional light snow squall, two Boats away from each of the Vessels here. Employed onboard in building sleds. Latter part of the day fresh gales from N.W. very nearly,



quarters. at Marble Island. in Hudson Bay.

Sunday Sept 25<sup>th</sup> 1864,

Moderate breeze from N.W. with clear weather at noon the Captains returned from the hunting expedition on which they set out last Friday, they report seeing quite a quantity of reindeer, and one goose the latter they shot, and is all they did shoot. I expected they come with large quantities of Partridges, as they were especially prepared for that sort of game, as well as Deer,

Monday Sept 26<sup>th</sup> 1864,

Moderately northerly winds, and pleasant for the season. Employed in sled making, one Boat from each Vessel of our little fleet are still away on their expedition, at 11 A.M. the John Ellen J. made her appearance from Depot Island, where she has been to get her winter stores from her Consort. the Bark Monticello, we went out with two Boats from each Vessel to help them make in, at a little past noon she was safely anchored inside she will make one of the winter fleet at this place, she left at Depot Island, the Barks, Black Eagle, Antelope, Concordia, George & Mary, and Monticello, they will all winter there.

Tuesday Sept 27<sup>th</sup> 1864,

Strong gales from N.E. with squalls of snow, One Boat from Vessels still away, Thermometer 30<sup>°</sup>



Ulm Cornelia, of New London, in winter

Wednesday Sept 28<sup>th</sup> 1864,

Moderate breezes from the southward, and pleasant for the season, one Boat not yet returned from last Friday's expedition.

Thursday Sept 29<sup>th</sup> 1864,

Moderate breezes from the southward, and pleasant, employed in making sleds &c. four Boats still away from the fleet.

Friday Sept 30<sup>th</sup> 1864,

Fresh breezes from S.E.W. with clear weather employed in making sleds, at 5<sup>1</sup>/<sub>2</sub> P.M. our Boats that left the fleet on Friday last all returned. They had found the natives and got some Deer meat, and skins of them. The natives also gave them assurance that they would come to us as soon as the Ice made between the Island and Main, so they could travel it. which would be in about two months they also said they would be abreast of the Island in about 20 days, and would come then if we could boat them across, but this will depend upon the weather, and degree of cold the distance across is about 10 miles,



quarters. at Marble Island, in Hudson Bay.

Saturday Oct 1<sup>st</sup> 1864,

Fresh breezes from the southward with fair weather employed in sled making, To day the construction of a large Marble Stone House was commenced under the superintendence Engineer Chester, chief Officer <sup>of the</sup> Tender Whaling expedition under command of Capt E Chapel, this building is designed to be used as a Theater through the winter, the actors to be volunteers from the five vessels crews in this Harbor, there has been about sixty men at work on the building to day, and I believe they have got the foundation all laid.

Three cheers for the Marble Island Theater

Sunday Oct 2<sup>d</sup> 1864,

Strong gales from S.W. with clear weather,

Monday Oct 3<sup>d</sup> 1864,

Moderate southerly winds, and fair weather, employed in sled making, and lashing up spars for covering the vessel, one watch ashore at work on the Theater, we have yet to see what this will amount to, all very fine so far,



Schn Cornelia, of New London, in winter

Tuesday Oct 4<sup>th</sup> / 864.

Moderate breeze from southeast, with fog a part of the time, at 8 P.M. fresh gales with rain, got the vessel covered over with sails, from the foremast to the Taffrail, but did not get the sails ~~permanently~~ permanently secured, had our watch on shore doing their share on the Theater

Wednesday Oct 5<sup>th</sup> / 864.

Heavy gales from the S.E. with rain, at 4 am, but the gale abated, but the rain kept coming, about 10 am, had the wind out N.W. at first light, with rain, but it soon rose to a very heavy gale with rain, and snow, at 6 P.M. the Bark Angel Gibbs, dragged down alongside of us, and we moved together, at this time had clear weather, and freezing cold.

Thursday Oct 6<sup>th</sup> / 864.

Strong gales from N.W. and clear cold freezing weather. the Bark Angel Gibbs, laying fast alongside of us, and the Bark Orytaft, laying on the larboard bow of the Schn Glacier, where she dragged last night



quarters, at Marble Island, in Hudson Bay,

Friday Oct 7<sup>th</sup> 1864.

Strong gales from N.W. with squalls of snow, the Bark Ansel Gibbs, past alongside of us,

Saturday Oct 8<sup>th</sup> 1864.

Light N.W. winds, and pleasant, at 7 Am, the Ansel Gibbs hauled away from us, and moved again we also changed Hauls, and afterwards took up one anchor, and hove in some on the other, towards noon calm, in the afternoon light airs from S.E. and in the evening fresh breezes, let go the second anchor again because somebody said we dragged, a thing I am sure we have not done since we have laid here. But so much fussing must be done,

Sunday Oct 9<sup>th</sup> 1864.

This morning I find myself five months from Home, the wind moderate from the S.E. with fair at 7 O'clock Am, commenced getting Anchors, and running lines across the Harbor, and to other Vessels to hold us, had to borrow lines to do it, the Capt sure that we had dragged, because somebody told him so got up our second anchor, and hove to the first one and found ourselves exactly on our ranges, but still it had to come up, which was no easy matter as it was buried at least 8 feet in the,



Schr Cornelia, of King London, in winter

mud, we sighted however, hauled the Schr about  
20<sup>th</sup> farther eastward, and 10 f<sup>th</sup>s north, and then  
let it go again, the anchor being clear, and was  
sunk to deep in the ground to get foul.

The Capt however is still or pretends to be sure  
she dragged because somebody said so, and was  
not willing to let me go without making me  
believe the same nonsense, and got me half  
mad because I would not believe what I  
knew was not so, at 8 P.M. light winds  
from the north, at 10 P.M. calm let go the  
second anchor according to orders,  
so ends this Loxaday.

Monday Oct 10<sup>th</sup> 1864,

Strong gales from N.W. with squalls of snow  
have been blowing about something, but I hardly  
know what. Thermometer at 12° in the morning  
and 24° at night. (above zero). no ice in the harbor yet

Tuesday Oct 11<sup>th</sup> 1864,

Fresh gales from N. with snow squalls,  
latter part moderate breezes from N.E. and  
pleasant, with a keen cold air.  
We now begin to look for the harbor to  
freeze up before great while.



quarters, at Marble Island, in Hudson Bay.

Wednesday Oct 12<sup>th</sup> 1864,  
Light southerly winds, and warm pleasant weather. Commenced building a house out of Casks, and Sails, for a Theater, having given up the stone building.

Thursday Oct 13<sup>th</sup> 1864,  
Moderate breeze from S.E. very nearly, and warm pleasant weather. Shifted some coal from the run to the fore hold. One watch ashore from each of the five Vessels, at work on the Theater in the evening fresh ~~glacé~~.

Friday Oct 14<sup>th</sup> 1864,  
Fresh breeze from S.E. with half rain, and half snow, the snow melting as fast as it struck all that we have done to day, was to build a small sled. for house about purposes.

Saturday Oct 15<sup>th</sup> 1864,  
Light southerly winds, and pleasant. Towards noon the wind veered to the westward. and in the afternoon had it light from the northward. The principal now under consideration, in this little fleet, is the fitting up of the Theater. Thermometer at 21° above zero



U.S.S. *Cornelia*, of *Chew* London, in winter

Sunday Oct 16<sup>th</sup> 1864,  
Light winds from the north, and east, with  
fair, and warm weather, at 8 O'clock A.M.  
I started off with the second & third mates  
to make a tour of the Island, at 7 O'clock  
P.M. we got back to the Vessel, being well tired  
out with our walk, we shot 4 Partridges,

Monday Oct 17<sup>th</sup> 1864,  
Light easterly winds, and fair weather, last  
night the Ice made a little around the shore  
of the Harbor for the first time this season  
although the fresh water Ponds have got from  
4 to 10 inches of Ice in them and have been  
frozen over more than two weeks. Mr King  
and myself went shooting to day, and got  
six Partridges,

Tuesday Oct 18<sup>th</sup> 1864,  
Fresh easterly winds, with fair weather,  
batter part calm,

Wednesday Oct 19<sup>th</sup> 1864,  
Light southerly, and westerly winds, in the  
evening strong gales from the north,



quarters at Marble Island, in Hudson Bay.

Thursday Oct 20<sup>th</sup> 1864,

Strong gales from the N, with clear weather. The Thermometer at 10° above Zero in the morning, and at 7° above in the evening.

Friday Oct 21<sup>st</sup> 1864,

Strong gales from the north, with a clear sky overhead, but on the surface of the water the frost smoke is flying so thick, as fog. The Thermometer down to 1½ above Zero,

Saturday Oct 22<sup>d</sup> 1864,

Strong gales from the north, with a clear sky, but close down the air is filled with frost smoke. The Thermometer at 1° above Zero, the Ice makes freely on the sides of the Vessel. The Harbor however still keeps open, but we are looking for it to close the first calm spell, ~~when~~

Sunday Oct 23<sup>d</sup> 1864,

Light airs from the north, with clear weather, got up this morning, and found the Harbor very nearly all frozen over, took up our second anchor and were nearly shot on the first. The Thermometer at 6° above Zero all day. People went ashore from the Sch Ellen & on the Ice,

First Seen  
The Harbor



Schooner Cornelia, of New London, in winter

Monday Oct 24<sup>th</sup> 1864.

Light northerly winds, with clear weather, the Harbor entirely frozen over, the Thermometer ranging from  $8^{\circ}$  to  $5^{\circ}$  above Zero.

One of our Boatswains broke through the Ice, and got what he needed, a Bath.

Tuesday Oct 25<sup>th</sup> 1864.

Moderate winds, from N.E. to the S.E., with some attempts at snowing.

Employed in cutting Ice, from which to get our water through the frozen season.

Wednesday Oct 26<sup>th</sup> 1864.

Moderate southeasterly winds, with cloudy weather. The Thermometer at  $15^{\circ}$  above Zero.

Thursday Oct 27<sup>th</sup> 1864.

Fresh gales from the eastward, with cloudy weather. The Thermometer at  $25^{\circ}$  above Zero.

Friday Oct 28<sup>th</sup> 1864.

Light southeasterly winds, and pleasant, The Thermometer  $25^{\circ}$  above Zero.

Cut the Vessel around, laying her head to the N.E. by E. very nearly.



quarters, at Marble Island, in Hudson Bay,

Saturday Oct 29<sup>th</sup> 1864,

Light northeasterly winds, with clear weather. The Thermometer at 20° above zero. This evening we all got considerably alarmed about Capt Killmer, and his Boat's crew, he started off to day on a Walrus hunt, and duck shooting, and his not getting back in proper was the cause. We started a Boat across the Island, and went out to look for him, but while we were gone he got back all right, the cause of his being so late in was on account of his falling in with Rock Ice which retarded his return. It is no new thing for Boats to go off in this way, But at this season of the year I think there cannot be too much precaution taken on these expeditions, and Land cruises are almost equally dangerous if you get benighted, as it is almost impossible for any body to find there way anywhere after dark, on account of the sameness the snow gives to the appearance of the Land. I have been caught out in the night once myself and so know a little from experience, I however succeeded in finding my way to the Vessel, but it was after a long and tedious travel. to say nothing about the danger of breaking ones neck in climbing over the rocks and ledges,



U.S.S. Cornelia, of New London, in winter

Sunday Oct 30<sup>th</sup> 1864

Slight northerly winds, and pleasant,  
The Thermometer at 16° above Fare,

Monday Oct 31<sup>st</sup> 1864,

Slight S.W. winds, and warm pleasant weather  
Ice melting all day. Hauled the first Ice  
to the Vessel to day for water, but we had some  
water on board yet, none having yet frozen  
in the hold. Saw the Native's Smoke  
this afternoon, on the main land, opposite  
to the Island, and as we are very nearly  
out of fresh meat, we are anxiously awaiting  
the freezing between us, so they can come  
across to the Vessels. We have very little to do  
now to take up our minds, except to visit  
from Vessel to Vessel, and in doing this we  
have a regular code. The Captains every evening  
going on board of one Vessel, the first Officers,  
to another, the second Officers to another  
the third Officers to another, and so on  
changing every night taking the five Vessels  
in rotation, giving every one a chance  
to take his Ice on board of his own Ship  
every five days.



quarters, at Marble Island, in Hudson Bay,

Tuesday Nov 1<sup>st</sup> 1864,  
Light westerly winds, with warm pleasant weather,  
had kept myself busy to day, on my dog sled,

Wednesday Nov 2<sup>d</sup> 1864,  
Strong gales from N.W. with clear weather  
the Thermometer 24° above Zero,  
Pumped off the last of our Water in the hold,  
and hereafter we shall have to make water from  
Ice until Spring comes again, Heard to day  
from good authority, that our crew have been  
stealing Bread from the Vessel, and trading  
it off, and also found ten (10) Cakes that ~~was~~ was  
stowed away for that purpose, as there can  
be no other reason for its being taken from the  
Cask, and hid away, as our men have always  
had the privilege of going to the Cask and  
getting as much as they wanted to eat, and  
that to whenever they pleased,

Thursday Nov 3<sup>d</sup> 1864,  
Strong gales from the westward, with clear weather  
Thermometers from 7° to 10° below Zero,  
at 10 1/2 A.M., the Capt had Hayden tied up and  
gave him five lashes with a piece of lead line, for  
stealing Bread, and selling it for Tobacco, he owned the theft,



St. Cecilia, of New London, in winter

Friday Nov 4<sup>th</sup> 1864,  
Fresh gales from N.W. with clear weather  
Thermometer  $7^{\circ}$  below Zero.

Saturday Nov 5<sup>th</sup> 1864,  
Moderate N.W. winds, with clear weather,  
Thermometer from  $4^{\circ}$  above to  $3^{\circ}$  below Zero.

Sunday Nov 6<sup>th</sup> 1864,  
Light N.W. winds, with clear weather,  
Thermometer from  $8^{\circ}$  to  $11^{\circ}$  above Zero two  
of our folks went out to day and shot nine  
Partridges, or (as some call them) Pidgeons,

Monday Nov 7<sup>th</sup> 1864,  
Strong ~~gales from~~ N.W. with clear weather, Thermometer  
from  $3^{\circ}$  to  $6^{\circ}$  above Zero.

Tuesday Nov 8<sup>th</sup> 1864,  
Moderate westerly winds, with clear weather,  
Thermometer  $4^{\circ}$  above Zero, Hauled a sled  
load of ice,

Wednesday Nov 9<sup>th</sup> 1864,  
Light air from the N. and E. with clear weather,  
Thermometer from  $6^{\circ}$  to  $11^{\circ}$  above Zero.



quarters, at Marble Island, in Hudson Bay,

Thursday Nov 10<sup>th</sup> 1864,  
Light airs from S.W. to N, with fair weather  
Thermometer from  $4^{\circ}$  to  $10^{\circ}$  above Zero,

Friday Nov 11<sup>th</sup> 1864,  
Light northerly winds, with clear weather  
in the fresh gales, Thermometer from  
Zero to  $9^{\circ}$  below, Several Natives were  
seen to day on the Ice between Island  
and main land, but the open water  
between the main land, and Island  
flaws still separates us from them,

Saturday Nov 12<sup>th</sup> 1864,  
Light northerly winds, with clear weather  
Thermometer from Zero to a few degrees below,  
We had several foot races to day, which  
somewhat enlivened for the time, the  
monotony of our winter life,

Sunday Nov 13<sup>th</sup> 1864,  
Light N.E. winds, with cloudy weather  
Thermometer, about  $10^{\circ}$  above Zero,  
Saw three Native Dog teams, on the  
main land flaw, the Natives were  
apparently hunting Walrus,



Sch Cornelia, of New London, in winter

Monday Nov 14<sup>th</sup> 1864.

Moderate breezes from the south and west, with cloudy weather, and some attempts at snowing, Thermometer about 10° above zero nearly all off hunting Walrus, but caught none.

Tuesday Nov 15<sup>th</sup> 1864.

Light south winds, with snow, latter part strong gales, with fair weather, Thermometer 10° above zero.

Wednesday Nov 16<sup>th</sup> 1864.

Fresh easterly winds, with snow, One of our men saw a large Polar Bear on the Island to day, and at 1 P.M. a party of us set out to hunt him up, we found his tracks, and traced them across the Island, onto the pack ice to the southward, where we dared not go, at 5 in the evening we got back to the Vessel well tired out,

Thursday Nov 17<sup>th</sup> 1864.

Light easterly winds, with fair weather, in the afternoon had some light flurries of snow. Thermometer 24° above zero.



quarters, at Marble Island, in Hudson Bay,

so that awoke, and for the whole day have not been able to get it out of my mind, now I would not like be considered superstitious, and will <sup>not</sup> believe that I am, and yet I fear something has happened, at home, to give me sorrow, but I will hope not,

Sunday Nov 27<sup>th</sup> 1864,  
Heavy gales from E. with the most tedious snow storm I ever witnessed, but we have nothing to do scarcely to keep comfortable,

Monday Nov 28<sup>th</sup> 1864,  
Strong gales from the eastern board, with the fog snow falling, and blowing, as thick as fog, Thermometer 10° above Zero

Tuesday Nov 29<sup>th</sup> 1864,  
Fresh gales from the north-eastward, with cloudy weather, but whether the snow that is flying about, is actually falling from the clouds, or blowing through the air from the earths surface, is a matter of doubt at all events one can scarcely see for it.



U.S.S. *Cornelia*, of New London, in winter

Wednesday, Nov 30<sup>th</sup> 1864.

Moderate breezes from the northeastward, with cloudy snowy weather. Thermometer from  $1^{\circ}$  to  $2^{\circ}$  above Zero, hauled two sled loads of ice. per melting water.

Thursday Dec 1<sup>st</sup> 1864.

Light winds from the northward, and unsettled weather, leveled down the snow drifts around the vessel to keep them from breaking down the ice, in the evening had fresh gales from N.W. Thermometer about Zero.

Friday Dec 2<sup>d</sup> 1864.

Strong gales from N.W. with clear weather, the snow blowing about almost equal to a snow storm. Thermometer about  $19^{\circ}$  below Zero.

Saturday Dec 3<sup>rd</sup> 1864.

Moderate N.W. winds, with clear weather. Thermometer from  $18^{\circ}$  to  $20^{\circ}$  below Zero.

In the evening all hands went to the Theater, *Pizarro* was the play, it went off tolerably well, but a good many of the assembly came near suffocating with the gas from our charcoal fires.



quarters. at Marble Island, in Hudson Bay.

Sunday Dec 4<sup>th</sup> 1864,

Light north west winds, with fine clear weather  
Thermometer about  $22^{\circ}$  below Zero

Monday Dec 5<sup>th</sup> 1864,

Very light airs from N. N. E. with clear  
weather, employed in banking up the  
Vessel with snow, Thermometer  $27^{\circ}$  below Zero,

Tuesday Dec 6<sup>th</sup> 1864,

Light southerly winds, with clear weather.  
Employed in banking up the Vessel with  
snow, Thermometer  $12^{\circ}$  below Zero.

Wednesday Dec 7<sup>th</sup> 1864,

Light airs from the north, with clear weather  
Employed in banking up around the Vessel  
a little, and putting a door into the gangway,  
in the evening all hands went to Theater,  
except one or two to keep ship. Thermo-  
meter  $32^{\circ}$  and  $34^{\circ}$  below Zero.

Thursday Dec 8<sup>th</sup> 1864,

Light northerly winds, with clear weather,  
Thermometer  $44^{\circ}$  below Zero,



Uchu Cormelia, of New London, in winter

Friday Dec 9<sup>th</sup> 1864,

Light winds from the north, with clear weather. Thermometer  $38^{\circ}$  below Zero.

I call it clear weather here, when the sky is clear, notwithstanding the air near the earth may be so full of frost smoke and frost, that it is impossible to see more than two or three hundred yards, which has been the case for the last three days. To day I have taken my bed apt. of my berth, and given it a drying by the stove also scraped the ice from the ceiling around my berth, some people would hardly believe that the frost would penetrate the sides of a vessel and form ice on the inside of her cabin & state room ceilings, not 12 feet from a red hot coal stove, but it is no less a fact, and that too with the state room doors kept constantly open, and the vessel banked up outside 6 feet thick with snow. We are beginning to get a little anxious to have the natives come to us, we want native clothing to go out in, and we would also very much like some of their fresh meat, but the space between us and



ter quarters. at Marble Island, in Hudson Bay,

and the main Land has not yet frozen over although the sea appears to be full of drifting Ice. The strong tides which set through Strait is undoubtedly the cause of its keeping open. but with the Thermometer at its present depression it can hardly keep open much longer. The Flaws already stretch out quite a piece from the Island, and probably from the main Land also.

Saturday Dec 10<sup>th</sup> 1864,  
Light westerly winds, with clear weather,  
Thermometer  $37^{\circ}$  below Zero.

Sunday Dec 11<sup>th</sup> 1864,  
Very light air from the north, with clear weather. hauled a sled load of Ice, two men froze their feet, and several had their feet touched with frost.  
Thermometer  $42^{\circ}$  below Zero.

Monday Dec 12<sup>th</sup> 1864  
Very light air from N.W. with clear weather. Employed in banking up around the ship. Thermometer  $37^{\circ}$  below Zero.



San Bernelia, of New London, in winter

Tuesday Dec 13<sup>th</sup> 1864,  
Very light winds from N.W. with clear  
weather. Employed in banking up around  
the vessel, and covering the decks with snow  
in the evening fresh breezes,  
Thermometer 40° below Zero,

Wednesday Dec 14<sup>th</sup> 1864,  
Moderate winds from N.E. with hazy  
weather, hauled a sled load of ice,  
Thermometer 30° below Zero,

Thursday Dec 15<sup>th</sup> 1864,  
Fresh gales from the north, with hazy  
weather, and the snow drifts shifting  
with wind like Cape Cod sand hills.  
Thermometer from 20° to 30° below Zero,  
and nothing to do, but eat, drink,  
sleep, growl, and dread the scurvy,  
and to crown the whole somebody has  
stolen the Captains Whiskey (so it goes)  
but be that as it may, his whiskey is  
about gone, and I have had by my  
marks just twelve Jots of it to date,  
and now suppose I have had my last,



quarters at Marble Island, in Hudson Bay,

Friday Dec 16<sup>th</sup> 1864.

Fresh gales from the north, with heavy weather, and the snow blowing, so it is about as bad as a snow storm. Thermometer  $30^{\circ}$  below Zero, and rather cold at that

Saturday Dec 17<sup>th</sup> 1864.

Moderate breeze from N.W. with clear weather. Thermometer ranging about  $20^{\circ}$  below Zero. This evening our Theater was again opened to the Public, and the "Mock Doctor" and "High Life below Stairs", to a delighted audience.

The Scurvy is making its appearance in our little fleet. The crews of the Barks Orryapt, and Ansel Gibbs, and Debr Ellen F. are the only ones yet. The latter Vessel has one or two pretty severe cases, and every is in fear of his own turn's coming, which it undoubtedly will unless the Native reaches us soon, and there is little more prospect of their getting to us now, than there was a month ago, as there is a channelway kept open between us and the main.



Dear Cornelia, of New London, in winter

Sunday Dec 18<sup>th</sup> 1864.  
Fresh breezes from the N.W. with clear weather.  
Thermometer  $27^{\circ}$  below zero. This morning  
about one dozen of us started out on a  
Walrus hunt, but all but four came out  
when about  $1\frac{1}{2}$  miles from the vessels.  
We however kept on, and went out to the  
flaw edge, and cruised some two hours or  
more, saw several Walrus, but could not  
get hold of any of them, the fears of the  
crews are now so great, that we would  
sacrifice almost anything for fresh meat,  
and still we cannot we cannot undergo  
only about so much in trying to get it.  
In fact a White man can do but little  
in hunting, in this country in the winter  
season, I believe I was the only one of  
our party to day that did not get touched  
with the frost, a white man freezes here  
before he knows it, we see it in one  
another when they cannot see it in them-  
selves, hence it is unsafe for a man  
to attempt to go far alone.



quarters, at Marble Island, in Hudson Bay,

Monday Dec 19<sup>th</sup> 1864,  
Light northerly winds, with lead weather,  
Thermometer  $28^{\circ}$  below Zero. This morning  
we <sup>sent</sup> up another Walrus party to go out on the  
Ice, and at 9 O'clock started off, and this  
time were fortunate enough to catch one.  
Our little <sup>party</sup> of seven, consisted of Mr Blossom  
2<sup>d</sup> Officer of the Bark Oryzapt, with one  
Boatswain, and two of her Seaman, the 2<sup>d</sup>  
Officer of the Sch. Ellen F. Mr Newman,  
and our Second Officer Mr King, and  
myself. after we caught the animal, we  
sent one man to the Fleet for a sled, and  
help to haul it in, while the rest of stayed  
to cut it pieces and haul it onto the Ice,  
which is no very inconsiderable job. Some  
twenty men and Officers came out with out  
the sled, and hands had a good pull to get  
this fellow to the ships. This is the first  
Walrus taken here this season, it will weigh  
at least one ton, and as the scurvy is  
making its appearance among us, the reader  
may depend, the fresh meat of a Walrus,  
to be divided equally among the Vessels here,  
created no little general rejoicing,



U.S. Cornelia, of New London, in winter

Tuesday Dec 20<sup>th</sup> 1864.  
Fresh gales from N.W. with clear weather.  
Thermometer 34° below Zero.

Wednesday Dec 21<sup>st</sup> 1864.  
Very light air from the westward,  
with fine weather. Thermometer from  
28° to 20° below Zero. A party of us  
went out Walrusing to day, and caught  
one, but was obliged to leave a part  
of it on the drift ice, thinking ourselves  
fortunate in getting off safe with what  
we did. I got into the drim, and had  
a chance to learn how the water feels  
here when the sun is farthest south.  
I was about six miles from the Vessel  
when I broke through the ice, and had  
to go to her with no small feat for a  
White to accomplish in the winter up here.

Thursday Dec 22<sup>nd</sup> 1864.  
Light winds from the E. and S. with clear  
Thermometer, as high as 4° below Zero. A party  
went out Walrusing to day, but did not  
catch any, but they found what we left



quarters, at Marble Island, in Hudson Bay,

yesterday, and although they could not save the  
they succeeded in getting the line and Harpoon  
which we left behind, and shot several large  
ducks, of which they saw a good many.

Friday Dec 23<sup>d</sup> 1864,

Moderate easterly winds, with hazy weather,  
in the evening pleasant, Thermometer  
ranging about 4° below Zero. There was  
a party went out Walrusing to day, but  
without success, they shot ten ducks  
however, but which was divided upon  
the principal, of them that could "walk"  
the most was the best fellow, although  
my vessel was well represented, we got none.  
This evening we all went to theater,

Saturday Dec 24<sup>th</sup> 1864,

Slight variable winds, with fine weather,  
Thermometer 28° below Zero. This  
morning early, I went around to the  
vessels, that did not get their share of  
game yesterday, and collected what  
they got, (this was five ducks out of ten)  
and sent them with my compliments,  
to



Sch Cornelius, of New London, in winter  
to Mr B. C. Blossom, he being the man  
that played H-O-G. yesterday, and to day  
I meant to give him a chance to finish  
himself up, in other words to perfect  
his Bristles.

The Note I sent him ran thus.

Saturday 8 O'clock.

Mr G. N. Bailey, presents his  
compliments to Mr Blossom, and hopes  
he will accept the trifling present sent  
herewith.

The acknowledgement ran thus  
Mr Bailey I am very much  
obliged to you for those Quills, and  
hope to to brist you will send some more  
Yours B. C. Blossom,

after this little affair was over, a party  
of us went out Walrusing. but without  
success, every vessel was represented in the  
party to day, except the Bark Orytaft  
of which Vessel Mr Blossom is second Officer,



quarters, at Marble Island, in Hudson Bay.

Sunday Dec 25<sup>th</sup> 1864,  
Slight northeasterly winds, with clear weather,  
Thermometer as low as  $32^{\circ}$  below Zero,  
The Boys had a jubilee, the Capt gave  
them some powder to fire a salute, and  
a very good dinner, for which they gave  
him three cheers, and wished him many  
merry Christmases,

Monday Dec 26<sup>th</sup> 1864,  
Slight winds from the northward, with  
clear weather, Thermometer from  $20^{\circ}$  to  $30^{\circ}$   
below Zero. To day our Theatrical perform-  
ers had their Christmas dinner, given  
them by Captains, Skinner, Reilmer,  
Parker, and Chapel, Capt Taber of  
the Sch Glacier refused to contribute any-  
thing towards it, he from some cause or other  
having taken offence against the Theater,  
and is now trying all he can to break it up,  
but I think he will have a good time,  
the Boys were very grateful for the  
excellent dinner given them, they took  
as here to the theater and there enjoyed  
unmolested by themselves, in the



Mr. Cornelia, of New London, in winter

evening they played Pizarro, delivered an Oration, sung several songs, and concluded the evening's entertainment with dancing, which was kept up until long after midnight. The Ladies with their rich and tastefully arranged dresses, and the Gentlemen with their no less rich and dazzling, Spanish and Peruvian, military dresses made a grand show upon the stage as they glided gracefully through the most intricate Cotillions, but after the first few dances, the stage was open to any of audience that wish to join in the dance with them, a privilege that was well improved. Our Ladies of course bore the sex as the Gentlemen, the only difference being in their dress.

Tuesday Dec 27<sup>th</sup> 1864,

Bright easterly winds, with clear weather, Thermometer 28° below Zero, the day our little community was thrown into a state of no little excitement by a false rumor the Natives were coming. Capt Chapel was sure that he saw them on the Ice,



quarters, at Marble Island, in Hudson Bay,

and saw the smoke of their guns, but it all proved an illusion, the Natives turned out to be Walrus, and the smoke mere imagination, but this is by no means the first false report, we have had several before.

Wednesday Dec 28<sup>th</sup> 1864.

Light southerly winds, with clear weather. Thermometer ranging about 18° below Zero.

Thursday Dec 29<sup>th</sup> 1864.

Light northeasterly winds, with fine weather. Thermometer 19° below Zero. A party of us went out Walrusing, but without success.

Friday Dec 30<sup>th</sup> 1864.

Light S.W. winds, with clear weather. Thermometer from 10° to 20° below Zero, a party of us went out Walrusing but without success.

Saturday Dec 31<sup>st</sup> 1864.

Strong breezes from the westward, with hazy weather. Thermometer from 10° to 19° below Zero. A party of us went out Walrusing, but without success. In the evening all hands went to theater, and were well entertained until after midnight.



Ship Cornelia, of New London, in winter

Sunday Jan 1<sup>st</sup> 1865.

Strong gales, from the northwest, with heavy weather, Thermometer, ranging about 20° below Zero. and nothing to do, but think of home and home associations, and wonder who among our many friends, that we have left behind, are thinking of us here, and of what what we suffer. but some may ask from what we suffer since we have enough to eat (such as it is) and to wear, with nothing to do, let me tell you, we suffer, from despondency, fear, and also from hope. If, a stranger could be set down amongst us he would at first say, what a happy jolly set of fellows, this would be the surface, but he would require but little skill, to see at the second glance, that beneath this cheerful exterior lay a settled despondency, upon every thinking, and meditative soul in the fleet, he might then look around for a cause for this, and he would see man limping up to him, to hear the news, and in return for what he had of news to impart, learn that his inquisitor had got that strange, that dread of Seaman the S-O-W-O-O-Z, and that numbers more had it too, from Captains down to Seaman



quarters, at Marble Island, in Hudson Bay,

and that all are fearing their turn to come next; now from this fearful disease there is no retreat here, the two Malrus we got the week before last has had a good effect, inasmuch as the fresh meat has checked the disease in the effected ones, and kept any more cases from coming out, but that meat is about gone, and although we have tried faithfully every day since, we have as yet been unable to catch any more, still we hope to, and intend to keep trying.

We have been expecting the Natives here for the last month, but we have given them up now, for the strait between us, and the main land, has no more appearance of becoming passable now than a month ago, and until it freezes over there is no possibility of their getting us, this is a great disappointment to us, for we were depending almost entirely on them, for fresh meat, and skin clothing for winter both of which, are very essential to the health of every one wintering in this frozen region.

Oh! that I was at home, with my family and my friends, if I were although my knees, and legs, pain me badly, I think for the pleasure it would give me, I could bear my Trib. my carrier, my George, and all upon them,



John Cornelia, of New London, in winter

Monday Jan 2<sup>d</sup> 1865

Fresh gales from N.W. with clear weather. A small party went out Walrusing, but without success. Thermometer  $27^{\circ}$  below Zero, in the evening had strong gales.

Tuesday Jan 3<sup>d</sup> 1865

Strong gales from N.W. with clear weather, Thermometer about  $40^{\circ}$  below Zero. In the evening had a select dance, on board the Bark Ansel Gibbs. A part of the gentlemen dressed up as ladies, gave a good appearance to the affair, and all seemed to enjoy it.

Wednesday Jan 4<sup>th</sup> 1865

Slight northerly winds, with clear weather, Thermometer,  $38^{\circ}$  below Zero. A part went out Walrusing, but without success. They saw only two to day. Some days we have as many as a dozen in a short time.

Thursday Jan 5<sup>th</sup> 1865

Moderate winds from the N.W. with clear weather, Thermometer  $42^{\circ}$  below Zero, all day, this has been coldest day of the season. Taking it all through.



quarters, at Marble Island, in Hudson Bay,

Wednesday Jan 6<sup>th</sup> 1865,  
Fresh north west winds, with smoky weather  
Thermometer about  $37^{\circ}$  below Zero.  
This evening had a quality Ball on board of  
the Bark Angel Gibbs.

Saturday Jan 7<sup>th</sup> 1865,  
Light air from the north, with clear weather,  
Thermometer  $42^{\circ}$  below Zero. A party of us went  
out Walrusing, but with very ill success, for  
we had three chances to fasten missed, which  
was no small misfortune to us here, with the  
scurvy daily making its appearance on some  
one in the fleet, and our only chance of stay-  
ing it is in getting Walrus Meat. In the  
afternoon light variable winds, they going  
the entire round of the compass, Thermometer  
standing  $38^{\circ}$  below Zero. In the evening all  
hands went to Theater, where we were very  
well entertained during the evening.  
Hauled a sled load of Ice, and one man  
froze his feet quite bad, it is now  
quite a common occurrence for the men to  
get frost bitten, and they are sent out for noth-  
ing, but to haul Ice, keep the fire hole  
clear &c.



St. John Cornelia. of New London. in winter

Sunday Jan 8<sup>th</sup> 1865,

Light northerly winds, with smoky weather.  
Thermometer 46° below Zero. A party of  
us went out Walrusing, and although we  
got near enough to one to spit on it, the  
man with the Harpoon, some how or other  
missed getting fast, this was a regular damper  
and no mistake. You may <sup>see</sup> some little con-  
-ception, of our anxiety to get Walrus meat,  
by our going out on the Sabbath to catch  
it, with the Thermometer 46° below Zero,  
and that to at a distance of from 6 to 8  
miles from the ships, and onto the drifting  
Ice, which is not a little dangerous.

Monday Jan 9<sup>th</sup> 1865,

Fresh northerly winds, with smoky weather  
Thermometer 40° below Zero. A party of us  
went out Walrusing, but without success.

Tuesday Jan 10<sup>th</sup> 1864,

Fresh northerly winds, with tolerably clear  
weather, Thermometer ranging between  
48° and 44° below Zero. In the evening  
had a select dance, on board of the Bertha  
Ansel Gibbs,



quarters, at Märtha Island, in Hudson Bay,

Wednesday Jan 11<sup>th</sup> 1865.  
Fresh breeze from N. N. E. with clear weather, Thermometer from  $40^{\circ}$  to  $47^{\circ}$  below Zero. A party went out Walrusing, and found the channel between this Island, and the main Land frozen over, so that four of them went across on the Ice, and back safe, but they saw no signs of Natives. This is the first time, that it has been frozen across to the main this winter, and every body here had come to the conclusion that it would not close up, owing to the rapid tide through the Strait. In the evening the sailors, had a ball on board of the Bark Ansel Gibbs.

~~Thursday~~

Thursday Jan 12<sup>th</sup> 1865.  
Light northerly winds, with clear weather. Thermometer from  $47^{\circ}$  to  $37^{\circ}$  below Zero, being up to  $37^{\circ}$  only a short time in the middle of the day, and in the sun. A party of us went out Walrusing, but without success, found the Ice to be still fast between the Island and main Land.



San Cornelio, of New London, in winter

Friday Jan 13<sup>th</sup> 1865.

Fresh breezes from S.W. with clear weather.  
Thermometer from  $40^{\circ}$  up to  $24^{\circ}$  below Zero.  
A party went out Walrusing, but did not  
get near any. in the afternoon had light  
snowy weather, and in the evening, the  
wind hauled around to the N.E. with snow.  
Passed this evening on board of the Bark  
Ansel Gibbs, at a select Ball.

Saturday Jan 14<sup>th</sup> 1865.

Fresh gales from N.W. with cloudy, and  
thick smoky weather. Thermometer  
from  $36^{\circ}$  to  $44^{\circ}$  below Zero. In the evening  
the Seamen had a Ball on board of the  
Bark. Ansel Gibbs, of N.B. Capt. Hillmer

Sunday Jan 15<sup>th</sup> 1865.

Fresh gales from N. very nearly, with  
smoky weather. Thermometer  $47^{\circ}$  below  
Zero, the most of the day, but rose to  $42^{\circ}$   
below Zero, in the middle of the day, in the  
Sun. Although this is the Sabbath,  
I have been at work all day, on my deer skin  
stockings, so as to be ready to go out Walrusing  
tomorrow, if the weather permits.



quarters, at Marble Island, in Hudson Bay,

Monday Jan 16<sup>th</sup> 1865.  
Light air from N.E. with clear weather,  
Thermometer from  $35^{\circ}$  to  $42^{\circ}$  below Zero,  
A party of us went out Walrusing, and had  
another one missed. In the evening we  
were well entertained at our Theater, this  
evening's entertainment, was a tragedy called  
Percy, followed with two or three Irish songs.

Tuesday Jan 17<sup>th</sup> 1865.  
Light northerly winds with clear weather,  
Thermometer from  $35^{\circ}$  to  $20^{\circ}$  below Zero, a  
party went out Walrusing, but saw only one,  
and I hauled a couple of loads of Ice.

Wednesday Jan 18<sup>th</sup> 1865.  
Very light air from the N. with clear weather  
Thermometer ranging at about  $16^{\circ}$  below Zero  
this morning a party, composed of Mr Chester  
1<sup>st</sup> Officer, of the Sch Ellen F. Mr Potter  
1<sup>st</sup> Officer of the Bark Orryapt, Smith  
a Boatster of the Bark Angel Gibbs, and  
Mr King our second Mate, started across to  
the Main Land, to try and find the Natives  
they went prepared for a weeks cruise or  
more



The Cornelia. of New London, in winter

if they choose to stay so long. Mr Donaldson, Mr Cole, and myself, exerted them nearly across the Strait to help them along with their load, which was quite heavy, but when within about  $1\frac{1}{2}$  miles of the main Land we returned to the Vessels,

Thursday Jan 19<sup>th</sup> 1865,

Moderate winds from the northward, with clear weather. Thermometer from  $14^{\circ}$  to  $19^{\circ}$  below Zero. This morning four of the Seal Glacier's men started off, unbeknown to the Captain or Officers, to go over to the main Land, and at 7 O'clock in the evening three of them only had returned, and one of them had to be brought in, by the other two, being tired out, and chilled with the cold. The other one they had not seen for some three hours, when he was nearly a mile ahead of them, and on the track to the Vessel, but they knew him to be pretty well tired out. Search was made for him which was kept up until about  $10\frac{1}{2}$  O'clock with lights, and Horns, and then given up, every one thinking the man must be frozen to death, and those looking for him being in great danger of being lost themselves, in the night,



quarters, at Marble Island, in Hudson Bay.

Friday Jan 20<sup>th</sup> 1865.  
Calm clear weather, Thermometer from 26° up to 13° below zero. At daylight about sixty men in all of us started out to look for the corps of the man that was lost yesterday, but strange to say, he was found alive, and able to walk with a little steadying, to the Vessels, he was found by Russell one of our Boatswains, and not more than one and a half miles from the Fleet, he was badly frozen in one foot, and one hand, and will probably loose a part of each he was also slightly frozen about face, and considerably bruised from his numerous falls through the night, being almost blind from the glare of the snow, as well as tired, weak, faint, and half numb with the cold, he fell over almost every rock and stone that came in the way. In the evening he says he saw the lights and knew they were borne by men looking for him and although they approached within a very short distance of him, he was both unable to overtake them, or make them hear his voice, he must at that time have been completely bewildered, as he was at no time during the night, more than two miles from the Vessels  
this



Ulu, Cornelia, of New London, in winter

this we learned by following his tracks from where he was last seen by his comrades.

This adventure I hope will be a lesson to the rest of our little party here.

At noon our Officers returned from their expedition, on account of having lost a part of their fuel off the sled, when bound out. They left their traps in a snow house they had built on the main land, and intend to go back with more fuel, and try to get one of the many Deer they saw there.

Saturday Jan 21<sup>st</sup> 1865.

Moderate winds from the northward, with fair weather. Thermometer about 22° below Zero.

Sunday Jan 22<sup>nd</sup> 1865.

Moderate northerly winds, with clear weather. Thermometer from 20° to 27° below Zero.

Monday Jan 23<sup>rd</sup> 1865.

Moderate breezes from N. E. with cloudy weather. Thermometer about 14° below Zero.

A party of us went out Walrusing, but did not see any. And a party of four Vics.



quarters, at Marble Island, in Hudson Bay.

Mr Potter, Mr King, and two Boat Steers, started across to the main Land again, on a Deer hunt, but when nearly across the straits, they fell in with two Natives, coming to the ships, and Mr Potter came back with them, these Natives are of the Uinapato, or Uinapato tribe who inhabit the country opposite to this Island, and as near as we can learn from them their are mostly encamped on a Fish Pond, about two days travel from here in the interior, but what two days travel for one of these People is, is more than I can tell. About 3 O'clock P.M. the cry of a Dog team coming, was resounded through the Fleet, which to our joy was a party from the ships at Depot Island. This party was comprised of Capt Chapel, of the Monticello, and Capt Jeffry, of the George & Mary, of New London, and Capt White of the Black Eagle, of New Bedford, with a northern Native they call Albert, they report the health of the ships companies, there to be good, and have had but one case of the scurvy among them, and a light one. In the evening had fresh gales from N.E. with light snow. So ends this, to us eventful day



John Cornelia, of New London, in winter

Tuesday Jan 24<sup>th</sup> 1865;

Strong gales from N. very nearly, with hazy weather. Thermometer from  $18^{\circ}$  to  $22^{\circ}$  below Zero. This evening we had a select Ball, on board of the Bark Ansel Gibbs, to entertain our friends from Depot Island, and show them what we could do in the way of dancing all the genteel fashionable sets of the day. Our Ladies looked superb, and all went off as well, as we could wish. And what was more our friends acknowledged, that it took everything down, that they had attempted at Depot. The first moderate evening we intend, to show up to them some of our Theatrical Talent.

Wednesday Jan 25<sup>th</sup> 1865;

Strong gales from N.E. with hazy weather, Thermometer  $16^{\circ}$  below Zero. This morning the two Kiunnapatoos Natives, that came to us, the other day, returned to their Tribe, but said they would be back here again, in ten or twelve days, with more of their People. In the evening all hands went to the Theater.



quarters, at Marble Island, in Hudson Bay.

Thursday Jan 26<sup>th</sup> 1865,

Moderate breezes from N.E. with clear weather,  
Thermometer from  $6^{\circ}$  to  $2^{\circ}$  below Zero, and  
some of the glasses, went as high as  $1^{\circ}$  above.

Towards noon I took our Sepot Friends  
Dog Team, and Native, and went over to the  
Main Land, after our deer hunters, at 7 O.  
clock in the evening, we all got safe back,  
they were encamped about 15 miles from the  
Flut, had seen 9 deer, but did not get a  
chance to shoot any. In the evening the  
Sailors had a Ball of their own, on board,  
of the Bark Israel Gibbs.

Friday Jan 27<sup>th</sup> 1865,

Slight northeasterly winds, with clear weather  
Thermometer from  $10^{\circ}$  to  $6^{\circ}$  below Zero,

In the morning, our Sepot friends' Native  
took a small party of us, out Walrusing  
with his Dog Team, but with all our late  
success, which has been to get nothing,

The ride however was quite a treat to us,

In the evening had a select Ball on board  
of the Israel Gibbs, but I am too unwell  
to enjoy it, and so stay at home, and wash  
my feet, and go to bed early,



Scho Cornelia. of New London, in winter

Saturday Jan 28<sup>th</sup> 1865.

Light N.W. winds, with clear weather. Thermometer  $14^{\circ}$  below Zero, at noon in the sun. A party went out Walrusing this morning but without success, and this evening about every body has gone to the Theater, while I am obliged to stay behind from the effects of a severe cold, which has settled all over me, and made me very sore, and lame. The scurvy is beginning to make head again among the inhabitants of the fleet, and our Vessel company is not an exception, we have now two men forward, and the Captain, troubled with it.

Sunday Jan 29<sup>th</sup> 1865.

Light north east winds, with light snow, the Thermometer averaging about  $8^{\circ}$  below Zero, In the evening clear weather.

Monday Jan 30<sup>th</sup> 1865.

Moderate breezes from the westward, with clear weather. Thermometer from  $24^{\circ}$  to  $22^{\circ}$  below Zero. A party of 7 Kinnapato Natives came to the Ships, with a team of five dogs.



quarters, at Marble Island, in Hudson Bay,

and some 250 or 300 lbs of Deer Meat. This was purchased by the five Vessels here, and tomorrow will be equally divided among us all,

Tuesday Jan 31<sup>st</sup> 1865.

Slight westerly, and northerly winds, with clear weather. Thermometer from 28° to 24° below Zero. At 8 Am. our Depot Friends left us for home, their has appeared short, but has been very pleasant to us, and we hope it has proved no less pleasant to them. During the middle part of the day we had some snow, but in the evening had fine weather again. This afternoon the Deer Meat purchased yesterday, was divided.

Wednesday February 1<sup>st</sup> 1865.

Slight winds from N.E. around to S.E. with hazy weather. Thermometer averaging 23° below Zero. The Kiinnapatoos Natives left us this morning for their camps, but said they should return in a few days, with their Families, and set down by us, the rest of the winter. In the evening fresh gales from E.S.E. very nearly, with considerable snow drift.



Schooner *Cornelia*, of New London, in winter

Thursday Feb 2<sup>d</sup> 1865.

Strong, to very heavy gales from E.S.E. with some snow, and a good deal of snow drift. In the evening had a select Ball on board of the Bark *Ansel Gibbs*. Our apprehensions had a good deal died out for some little time past, but only to be very unexpectedly raised again. We have one man now getting worse daily, another one, and our Capt slightly effected, besides several cases on board of the *Ansel Gibbs*, and among the *Ellen*, &c. crew, but we hope with the Deer meat we got from the Natives, to check it again. I have myself been under the fever the last few days, with cramps, and pains, originated from a cold, but am now getting better.

Friday Feb 3<sup>d</sup> 1865.

Strong gales from S.E. which gradual moderated, until 4 P.M., when the wind suddenly changed to the N.W. and blowed on to a gale again, had overcast weather throughout the day, with some snow, and a good deal of snow drift. The Thermometer was up to 10° above



quarters, at Marble Island, in Hudson Bay.

Zero, while the wind held to the S.E., but on its changing it fell rapidly to  $4^{\circ}$  below Zero in half an hour, and was still going down. This is the first day we have had the thermometer above Zero since November. And men who have wintered in this country twice before, say they did not see so cold by a great deal, as it has been this winter and winter is by no means yet gone.

Saturday Feb 4<sup>th</sup> 1865.  
Fresh gales from N.W. with overcast, or what we more generally call hazy weather, with considerable snow drift.  
Thermometer  $36^{\circ}$  below Zero, being a difference of  $46^{\circ}$  since yesterday at 4 P.M.

Sunday Feb 5<sup>th</sup> 1865.  
Moderate winds from the N. to E. with hazy weather. Thermometer standing at  $36^{\circ}$  below Zero at 10 A.M. which rose to  $16^{\circ}$  below at noon, when it began to fall again and at sundown, or 4 P.M. very nearly it stood at  $24^{\circ}$  below Zero. Mr King took a walk out on the ice to the north of the Island, but saw no change in its appearance since our last visit.



John Cornelius, of New London, in winter

Monday Feb 6<sup>th</sup> 1865.  
Fresh easterly winds, with hazy weather,  
Thermometer as high at noon as  $5^{\circ}$  below Zero  
but averaged during the day, about  $11^{\circ}$  below Zero.

Tuesday Feb 7<sup>th</sup> 1865.  
Very light air from the N. with fine  
weather. Thermometer averaging  $28^{\circ}$  below  
Zero. A party went out Walrusing, and  
another Duck Shooting, but neither had  
any success. I have been unable to take  
part in any of the late pastimes, in consequence  
of an attack of the rheumatism, which has  
been quite severe, but am to day somewhat  
better, though still quite lame.

Wednesday Feb 8<sup>th</sup> 1865.  
Fresh breezes from the eastward, with pleasant  
weather, Thermometer  $32^{\circ}$  below Zero.

Thursday Feb 9<sup>th</sup> 1865.  
Fresh breezes from the N. with hazy weather  
In the very pleasant, had a select Ball  
onboard of the Bark Abel Gibbs,  
Thermometer  $26^{\circ}$  below Zero.



quarters, at Marble Island, in Hudson Bay.

Friday Feb 10<sup>th</sup> 1865,

Heavy gales from the north, with overcast weather, the snow blowing so as to make it impossible to see more than a few yards. Thermometer  $22^{\circ}$  below Zero.

Saturday Feb 11<sup>th</sup> 1865,

Light winds from the westward, with clear weather, latter part strong gales from the south, with cloudy weather, the Thermometer from  $18^{\circ}$  to  $4^{\circ}$  below Zero. A large Wolfe was seen on the Island to day.

Sunday Feb 12<sup>th</sup> 1865,

Fresh gales from the south, around the eastern board to the north, with some snow, and a good deal of drift. Latter part clear weather. Thermometer averaging  $9^{\circ}$  below Zero.

Monday Feb 13<sup>th</sup> 1865,

Light winds from nearly all points of the compass, with clear weather, Thermometer running as low as  $28^{\circ}$  below Zero. In the evening had a select dance on board of the Barth Consul Gibbs.



Am Cornelia, of New London. in winter

Tuesday Feb 14<sup>th</sup> 1865.

Fresh breezes from the southward, with clear weather. Thermometer 6° below Zero. In the evening all hands were very well entertained at the Theater. the piece played was the Chambermaid.

An agreement was drawn up to day the following of which is a copy.

Marble Island, Hudson Bay  
Feb 14<sup>th</sup> 1865.

To all whom these presents shall come greeting, be it known, that we the undersigned having agreed to meet together, on the evening of the third Tuesday, after the arrival home of the Whaling fleet, now in Hudson Bay, at the place called Mattapoisett, about six miles from New Bedford, Mass<sup>ts</sup> to have, and to hold forth a Social Ball, to be styled, or called the Hudson Bay Ball, in remembrance of the many pleasant social gatherings enjoyed together by us at this place, during our long winters imprisonment. do promise and agree, and do hereby bind ourselves



quarters, at Marble Island, in Hudson Bay,

in the sum of \$10. (ten dollars,) each in good, and lawful money, of the United States, of America, to be paid into the hands of one of this company, whose signature shall be designated, as chief manager, for the purpose of the defraying, the expenses of said Ball. And said Chief Manager is by us empowered, to have, or cause to be printed, Card of invitation to said Ball, two of which shall be sent by Post to each member of this company, and he is also further empowered to sell as many more of said Cards, to Persons of respectability, as he may deem proper to make up a sufficient company, and at such price, as he shall think proper, and for cash,

And we further agree, that we will pay the before mentioned sum of \$10. (ten dollars,) whether we attend said Ball or not, except married men who shall be excused, in case of sickness, or indisposition in their families. And we further agree that in case there be any surplus funds, after defraying the expenses, of said Ball, the same shall be given to some Public Charitable Institute for the benefit, of indigent, or distressed Seaman, or their Widows, or Orphan Children, as may hereafter may be decided by the members of this Company.



San Cornelia, of New London, in winter

Wednesday Feb 15<sup>th</sup> 1865.

Moderate breezes from E. to N. with clear weather. Thermometer  $3^{\circ}$  below Zero. Saw in the evening hazy weather, with snow,

Thursday Feb 16<sup>th</sup> 1865.

Slight easterly winds, with cloudy, snowy weather. Thermometer about  $8^{\circ}$  above Zero, and went as high as  $22^{\circ}$  above. Mr King, and Mitchell went out to the edge of the flaw to the N.W. of the Island, and succeeded in shooting a large Duck, but did not see any Walruses, they appear to have left the vicinity of the Island, as there has been none seen for at least two weeks. hauled two sled loads of Ice, and in the evening had a select Ball, on board of the Ansel Gibbs.

Friday Feb 17<sup>th</sup> 1865.

Fresh breezes from the eastward, with clear weather. Thermometer from  $4^{\circ}$  to  $11^{\circ}$  above Zero. This would be called somewhat cold at home, but it seems like spring to us.



quarters, Marble Island, in Hudson Bay,

Saturday Feb 18<sup>th</sup> 1865.

Slight easterly winds, with clear weather.  
Thermometer, from Zero, to 10° above.  
Some of our men went out shooting to day  
but without success.

Sunday Feb 19<sup>th</sup> 1865.

Slight winds from the east, and South, with  
clear weather. Thermometer from 10° below  
to 4° above Zero. Mr King shot two  
buck to day, and Mr Donaldson, first  
Officer of the Bark Arctel Gibbs, lost  
his gun, on the flaw, by the Ice coming  
together, and burrying it up, while he  
went to pick up a buck he had shot,  
he saved the buck however, which was  
but a poor remuneration, for a gun worth  
thirty dollars. There has been sixteen  
bucks got to day, by the Fleet to day.

Monday Feb 20<sup>th</sup> 1865.

Slight winds from the southward, with clear,  
Thermometer ~~from 10° to 10°~~ ranging at Zero.  
Quite a large party was out buck shooting.  
In the evening had a select Ball on board of the Bark  
Arctel Gibbs, at midnight snowing.



Peter Cornelia, of New London, in winter

Tuesday Feb 21<sup>st</sup> 1865.

Light winds from N.W. with clear weather  
Thermometer from 12° to 10° below Zero, quite a  
number of men, was out with me shooting  
to day, but had rather ill success. I succeeded  
in getting one.

Wednesday Feb 22<sup>d</sup> 1865.

Fresh gales from N.W. with clear weather  
Thermometer 18° below Zero. In the  
evening had a grand dress Ball, and  
supper on board of the Bark Ansel Gibbs  
in commemoration of the illustrious  
Washington. The dress part however proved  
a failure. as only five gentlemen made  
their appearance, in anything but their  
ordinary sea clothes, which gave those that  
attempted to dress up a rather strained  
appearance.

Thursday Feb 23<sup>d</sup> 1865

Strong gales from N.W. with clear weather  
towards noon moderate, and soon after light  
winds from N.E. Thermometer about 12° below Zero,  
Russel shot a white Fox to day,



quarter, at Marble Island, in Hudson Bay,

Friday Feb 24<sup>th</sup> 1865,

Heavy gales from N.W. with a good deal of snow drift, Thermometer from 11° to 16° below Zero

Saturday Feb 25<sup>th</sup> 1865,

Strong gales from N.W. with a good deal of snow drift, Thermometer 40° below Zero, In the evening moderate winds from N,

Sunday Feb 26<sup>th</sup> 1865,

Light westerly winds, with smoky weather, Thermometer from 44° to 25° below Zero, but up to 20° below, only at midday,

Monday Feb 27<sup>th</sup> 1865,

Moderate N.W. winds, with hazy weather, Thermometer from 52° to 45° below Zero, this has been the coldest day of the season so far. In the evening a select Ball was held, onboard the Ansel Gibbs

Tuesday Feb 28<sup>th</sup> 1865,

Fresh breezes from the N. with hazy weather, middle ~~part~~ latter parts, moderate winds, Thermometer from 44° to 35° below Zero, the Capt., and three Seamen considerably affected with the scurvy, so ends the winter,



St. Cornelia, of New London, in winter

Wednesday March 1<sup>st</sup> 1865,

Moderate breeze from W. to S.W. with pleasant weather, and some spring like clouds hanging around, Thermometer from  $36^{\circ}$  to  $22^{\circ}$  below Zero, In the evening, the sailors held a special to themselves to hail the incoming of spring.

Thursday March 2<sup>d</sup> 1865,

Moderate winds from the northeastward, with clear weather, Thermometer from  $38^{\circ}$  to  $18^{\circ}$  below Zero, In the evening, had a select Ball, on board the Bark Angel Gibbs.

Friday March 3<sup>d</sup> 1865,

Moderate breeze from N.E. with clear weather Thermometer from  $36^{\circ}$  to  $24^{\circ}$  below Zero,

Saturday March 4<sup>th</sup> 1865,

Fresh breeze from N.E. with clear weather, Thermometer from  $34^{\circ}$  to  $22^{\circ}$  below Zero, hauled a sled load of Ice, In the evening had our last Theatrical performance for the season, the play was the Tragedy George Barnwell, the house all the



quarters, at Marble Island, in Hudson Bay,

World's a Stage, and the Black Statue  
with a Song on the Emerald Isle. The  
whole of which was concluded, with a very  
appropriate speech from a young man called  
Foster, (a seaman from the Bark Angel Gibbs,)  
and three hearty cheers from all hands, not  
excepting Captains or officers. These  
Theatricals have been a great source of  
amusement to us all here this winter, and it  
has been surprising to me how the troop have  
succeeded in carrying the thing successfully  
through. The leading spirit has been Mr  
Hubbard Chester. Supported by the  
Masters, and Officers of the Fleet, but  
the proper actors, have been all drawn from  
the forecables of the fleet, and a finer  
set of young men it would be hard to find.  
If one had a whole New England County to look  
through for them, thus showing of what  
material the whaling business is supported with,

Sunday March 3<sup>rd</sup> 1865;

Strong gales from N.E. with clear weather,  
Thermometer from 34° to 28° below Zero,



Ship *Cornelia*, of New London, in winter

Monday March 6<sup>th</sup> 1865.  
Fresh gales from N. E. with clear weather.  
Thermometer, from  $45^{\circ}$  to  $31^{\circ}$  below Zero.  
In the evening had a select Ball on board  
of the Bark *Ansel Gibbs*.

Tuesday March 7<sup>th</sup> 1865.  
Light easterly winds, with clear weather.  
Thermometer averaging about  $30^{\circ}$  below Zero.  
about 2 P.M. a party of Native hunters  
came to the ship, but brought little of  
any value to us, however the few Beeskins,  
and two or three pieces of deer meat they brought  
was bought by the fleet and divided among  
the five Vessels, but if they brought nothing  
they still did a good deal of good, by reviving  
the spirits of those among us lingering along  
with the scurvy, which is full one fourth  
of the men in the fleet.

Wednesday March 8<sup>th</sup> 1865.  
Light winds from E. to S.E. with clear  
weather, Thermometer from  $46^{\circ}$  to  $18^{\circ}$  below  
Zero. In the evening the sailors  
had a Ball on board the Bark *Ansel Gibbs*.



quarters, at Marble Island, in Hudson Bay.

Thursday March 9<sup>th</sup> 1865.

Moderate winds from S.E. weather fair, about 9 A.M. the Natives seen in number left the vessels for their homes. In the evening had a select Ball onboard the Bark Angel Gibbs. Thermometer from  $36^{\circ}$  to  $18^{\circ}$  below Zero.

Friday March 10<sup>th</sup> 1865.

Light airs from S.E. with hazy weather, about noon the wind changed to the north, with clear weather. Thermometer from  $12^{\circ}$  to  $21^{\circ}$  below Zero, hauled a sled load of Ice.

Saturday March 11<sup>th</sup> 1865.

Heavy gales from N. to N.W. with hazy weather, and great snow drift. Thermometer from  $16^{\circ}$  to  $24^{\circ}$  below Zero.

Sunday March 12<sup>th</sup> 1865.

Fresh gales from N.W. from with clear weather. Thermometer from  $34^{\circ}$  to  $26^{\circ}$  below Zero.

The Scurvy making a steady progress in the fleet, and all hands anxiously looking for the Natives to arrive with more fresh meat as the only means to check it.



*U.S. Scho. Cornelia, of New London, in winter*

Monday March 13<sup>th</sup> 1865;  
Fresh gales from the westward, with clear  
weather, Thermometer from  $43^{\circ}$  to  $21^{\circ}$  below  
Zero. In the evening had a select Ball,  
onboard the Bark Ansel Gibbs.

Tuesday March 14<sup>th</sup> 1865;  
Light westerly winds, and clear weather,  
Thermometer from  $36^{\circ}$  to  $4^{\circ}$  below Zero,  
about 1 P.M., several Families of Natives  
came to us to set down by the Vessels, they  
brought with them about 1500 lbs of Deer  
meat which has been nearly all purchased  
and will be divided tomorrow among the  
five Vessels, Mr King our second Officer  
shot a ~~Hare~~ to day, In the evening the  
Sailors held one of their Balls onboard  
of the Bark Ansel Gibbs.

Wednesday March 15<sup>th</sup> 1865;  
Light winds from the W. and E, with  
hazy weather, Thermometer from  $36^{\circ}$  to  $3^{\circ}$   
below Zero, Every Body in high spirits  
since we have got a goodly quantity of fresh  
meat, which we hope to clear out the scurvy  
with in a short time.



quarters, at Marble Island, in Hudson Bay,

Thursday March 16<sup>th</sup> 1865,

Light S.E. winds with snow, Thermometer from  $14^{\circ}$  below Zero, to  $1^{\circ}$  above Zero, about 8 Am. the Natives left us for their homes, and Mr King, our second Officer, Mr Potter first Officer of the Bark Orytaft Mr Newman first Officer of the ship Ellen H. and Smith, a boatswain from the Bark Axel Gibbs, went with them, the Natives telling us they should return in a short time to stay with us. On examining the meat to day which we bought from them, some four hundred pounds of it was unfit for use,

Friday March 17<sup>th</sup> 1865,

Moderate easterly winds, with fair weather Thermometer from  $2^{\circ}$  to  $10^{\circ}$  above Zero, hauled a sled load of Ice, in the evening fresh breezes from N.E. with snow, and drift,

Saturday March 18<sup>th</sup> 1865,

Strong gales from the eastward, with fair weather, Thermometer from  $4^{\circ}$  above to  $7^{\circ}$  below Zero, In the evening the gale moderated,



Scho Cornelia, of New London, in winter

Sunday March 19<sup>th</sup> 1865,  
Light northerly winds, and pleasant, Thermometer from  $4^{\circ}$  below to  $10^{\circ}$  above Zero, in the afternoon A Native called the Doctor, his Wife, and adopted son, arrived here from the ships at Depot Island, with a mail, the report gives the People there in good health, there being only one case of Scurvy among the whole five ships, and yet they have not had near the fresh meat we have had here,

Monday March 20<sup>th</sup> 1865,  
Light S.E. winds, with clear weather, Thermometer from  $1^{\circ}$  below to  $10^{\circ}$  above Zero, In the evening had a select Ball on board of the Bark Israel Gibbs.

Tuesday March 21<sup>st</sup> 1865,  
Fresh gales from S.E. with snow, Thermometer from  $2^{\circ}$  to  $11^{\circ}$  above Zero,

Wednesday March 22<sup>d</sup> 1865,  
Moderate winds from S.E. with hazy weather Thermometer from Zero to  $12^{\circ}$  above,



quarters, at Marble Island, in Hudson Bay,

Thursday March 23<sup>d</sup> 1865,

Very light changeable winds, with clear weather  
Thermometer from 2° below, to 14° above Zero.  
Mitchel went out with his gun to day, and  
shot a fine large Hare. In the evening  
had a select Ball, on board the bark Ariel Gibbs,

Friday March 24<sup>th</sup> 1865,

Moderate winds from N.W. with clear weather  
Thermometer from 16° to 4° below Zero.  
At noon our People got back from their  
tour with the Natives, after an absence  
of a little more than eight day, three of  
the Natives came back with them, to help  
them along. But I cannot learn that  
they have accomplished anything on their  
expedition.

Saturday <sup>Monday</sup> March 25<sup>th</sup> 1865,

Light winds from the E. and S.E. with clear  
weather, Thermometer from 12° below to 10°  
above Zero. In the evening the wind fresh-  
-ened from the S.E. with cloudy weather,  
So day about 160 lbs of Deer meat, which the  
Natives brought yesterday, was bought, and divided  
among the five Vessels.



Ulu Cornelia, of New London, in winter

Sunday March 26<sup>th</sup> 1865;  
Fresh gales from S.E. with snow,  
Thermometer from 12° below to 20° above Zero,

Monday March 27<sup>th</sup> 1865.  
Light winds from S.E. with fair weather. Thermometer from 12° to 22° above Zero. This morning the Natives all left us, those from Depot Island, started for that place with letters, and the others for their homes across on the Main Land, with the latter party, four Officers from our fleet went ~~on a~~ Visit via Mr. Chester, Mr. Donaldson, Mr. Blossom, and Mr. Cole. At 3 P.M., another party of Natives, of a dozen or more including Women and Children arrived with two sled loads principally of unworked deer skins, they however brought a little deer meat which was bought, and a part of it divided to night, we also got two Salmon Trout of them. In the evening fresh gales, and hozy weather, After dark the Natives turned to, to build them a house out of snow, and in a very short time had one erected large enough to accommodate 12 or 15 persons,



quarters, at Marble Island, in Hudson Bay,

Tuesday March 28<sup>th</sup> 1865,  
Light southerly winds, with clear weather,  
Thermometer from  $16^{\circ}$  to  $34^{\circ}$  above Zero,  
This morning one Native, and his Wife  
left here for their home,

Wednesday March 29<sup>th</sup> 1865,  
Light winds from N.E. with clear weather,  
Thermometer from  $2^{\circ}$  to  $12^{\circ}$  above Zero,  
at 4 P.M. Mr Blossom, and Mr Cole,  
came back from their Expedition, they only  
went part way with the rest, when they  
stoped to shoot Deer, but did not succeed  
in getting any, however they got one Hare,  
had a jaunt, and got Back half tired  
to death,

Thursday March 30<sup>th</sup> 1865,  
Light northerly winds, with clear weather,  
Thermometer from  $3^{\circ}$  below, to  $3^{\circ}$  above Zero,  
Employed in clearing out the run, and putting  
down a block, at 9 A.M. the Natives  
all left here for their snow homes,  
but said they should be back again,



The *Cornelia*, of New London, in winter

Friday March 31<sup>st</sup> 1865.  
Light air from the north, with clear weather, latter part light winds from S.E. with snow, Thermometer from 16° below, to 12° below Zero, repaired and bent the Flying Jib.

Saturday Apr 1<sup>st</sup> 1865.  
Light southerly winds, with fair weather, Thermometer from 8° to 16° above Zero.  
Took the housing off the Vessel, and bent up the fore yard, and also cleared the ice and snow off the decks.  
Mr Donaldson, and Mr Chester got back from their expedition with the Natives, and three Native families came with them, (as they say) to get down by the vessels. one family has taken quarters alongside of us, they brought some musk Ox meat, which was bought and divided among the fleet, and left a lot on their way, the snow being too heavy for them to get it along.



quarters, at Marble Island, in Hudson Bay,

Sunday Apr 2<sup>d</sup> 1865,

Light southerly winds, with snow, at noon fair weather. Thermometer from  $10^{\circ}$  to  $36^{\circ}$  above Zero.

Monday Apr 3<sup>d</sup> 1865,

Fresh breezes from N.W. with clear weather, Thermometer from  $10^{\circ}$  above to  $17^{\circ}$  below Zero. In the evening we had a select Ball on board the bark Ansel Gibbs, and the wind blew on to a strong gale,

Tuesday Apr 4<sup>th</sup> 1865,

Strong gales from N.W. with clear weather, Thermometer from  $26^{\circ}$  to  $12^{\circ}$  below Zero, towards evening the gale moderated,

Wednesday Apr 5<sup>th</sup> 1865,

Fresh gales from S.W. with clear weather Thermometer from  $4^{\circ}$  to  $10^{\circ}$  above Zero, repaired the main topsail,

Thursday Apr 6<sup>th</sup> 1865,

Heavy gales from N.W. with a clear sky, but terrible snow drift. Thermometer from  $6^{\circ}$  to  $24^{\circ}$  below Zero,



U.S. *Cornelia*, of New London. in winter

Friday Apr 7<sup>th</sup> 1865;  
Strong gales from N.W. with clear  
weather, but a good deal of snow drift,  
Thermometer from  $38^{\circ}$  to  $24^{\circ}$  below Zero.

Saturday Apr 8<sup>th</sup> 1865;  
Light winds from nearly all points of the  
compass, with hozy weather. Thermometer  
from  $19^{\circ}$  to  $8^{\circ}$  below Zero. At 3 P.M. strong  
gales from the north. In the evening  
had a select ball on board of the bark  
Israel Gibbs.

Sunday Apr 9<sup>th</sup> 1865;  
Fresh N.W. gales, with clear weather,  
Thermometer from  $32^{\circ}$  to  $22^{\circ}$  below Zero.

Monday Apr 10<sup>th</sup> 1865;  
Light winds from the west and north,  
with clear weather, Thermometer  
from  $24^{\circ}$  below to Zero. The Natives  
struck a Walrus to day, but lost both  
Walrus and craft. This is the first  
attempt at hunting they have made this  
season.



quarters, at Marble Island, in Hudson Bay,

The following is a copy of the contract, entered into by the Masters of the five Vessels in this Harbor, intended for the benefit of all during the spring, or Fall Whaling.

Marble Island Harbor, Apr 10<sup>th</sup> 4<sup>th</sup> 1865.

We the the undersigned, Masters of the Schooners Glacier, Cornelia, Hellen & also the Bark Oraz Taft, and Ship Ansel Gibbs, have (in consideration of the peculiar nature of the spring whaling, and our own situation) drawn up the following Articles of agreement.

### Article 1<sup>st</sup>

We said Masters of the above named Vessels do bind ourselves and our Owners, to abide by the following contract, and in case of any violation of said Articles on our parts, we as agents "Pro Tem" for the above vessels do agree to forfeit our own and Vessels share of all the catchings while this Contract remains in force.

and



Ship Cornelia, of New London, in winter

and that said forfeiture shall be divided between the other Vessels specified in said Contract, according to the number of Boats Crews employed under said Articles,

We also acknowledge this to be a binding and Lawful document in any Court of Justice in the United States of America or elsewhere.

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### Article 2<sup>d</sup>

It is proposed that each Vessel shall furnish three Boats with six efficient Men in each Boat, but should any master fail to furnish his full complement of Boats Crews he is entitled to employ one Native and no more, the remaining number of men must be composed of his own Ships Company, Should any Master not wish to furnish three Boats (the full number proposed in this Article) he can enter two or even one, and receive his Share in proportion to the number of Boats Crews he has employed under said Articles.

---



quarters, at Marble Island, in Hudson Bay,

Article 3<sup>d</sup>

It is also understood that any Master who employs said Native must be responsible for his strict attention to duty the same as one of his own crew, and the fulfilment of said Contract, and in case of any violation of these Articles by or in consequence of said Native, the Boat to which he belongs must forfeit its share of the Catchings.

Article 4<sup>th</sup>

It is also understood that every man specified in said Contract shall be subject to General Orders, for the better regulation of the mode and manner of whaling, and prosperity of all whom this may concern.

Article 5<sup>th</sup>

We also agree that there shall be no whaling done outside of those specified in said contract, but that each Master may use his surplus of men in any other manner which he deems proper.

Article 6<sup>th</sup>



Ship Cornelia, of New London, in winter

Article 6<sup>th</sup>

We also agree every Whale, Walrus, Bear, or anything of whatever Kind or description, which is picked up, caught or taken in any manner by those specified in said Contract, must be divided amongst the five vessels, in proportion to Boats Crews employed from each, and specified in said Articles.

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Article 7<sup>th</sup>

We further agree that all the blubber or catchings of whatever kind must be divided at the place where cut in so that each Ships company shall take their share to some safe place on the Land, there to be cut into Berse Pieces, and again divided in proportion to full Boats Crews employed in said Contract. It is also understood, that after this last division takes place, that each Master must be responsible for his own and vessels share, and take care of it without interfering with those men employed under said Contract.

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quarters, at Marble Island, in Hudson Bay,

Article 8<sup>th</sup>

It is also understood that each vessel must furnish their proportional share of cutting gear or any other article of like nature which may be considered necessary.

Article 9<sup>th</sup>

It is also understood that this Contract binds us to assist each other in liberating ourselves, and Vessels from Marble Island Harbor, and when the Majority of the Masters deem it proper to commence cutting our vessels out, all the Crews (sick ones excepted) from the five Vessels shall be employed if considered necessary, It is also understood, and agreed to, that this Contract goes into effect from the day of date.

Signed

|                  |             |                 |
|------------------|-------------|-----------------|
| C. B. Kilmer     | master ship | Arctur Gibbs    |
| George Taber     | "           | Ben Glavin      |
| John Skinner     | "           | Cornelia        |
| Henry J. Chapel  | "           | Ellen &         |
| George J. Parker | "           | Back Oraz Sept. |



John Cornelia, of New London, in winter

Saturday Apr 15<sup>th</sup> 1865.

Calm clear weather. In the afternoon moderate breezes from the south. Thermometer from  $21^{\circ}$  below to  $12^{\circ}$  above Zero. Rigged the Fore Topsail yard, bent the Sail, and sent all aloft. In the evening had our last ball of the season.

Sunday Apr 16<sup>th</sup> 1865.

Light easterly winds, and pleasant. Thermometer from  $8^{\circ}$  below to  $6^{\circ}$  above Zero.

Monday Apr 17<sup>th</sup> 1865.

Light airs from the north, and west, with clear weather. Thermometer from  $6^{\circ}$  below to  $18^{\circ}$  above Zero. hauled our Boats from the Shore to the Vessel, and also hauled three sled loads of Ice.

Tuesday Apr 18<sup>th</sup> 1865.

Light N.W. winds, with clear weather. Thermometer from  $18^{\circ}$  below, to  $14^{\circ}$  above Zero. heade up a lot of empty Casks. and fitted my Boat up ready for painting. In the evening light winds from the south.



quarters. at Marble Island, in Hudson Bay,

Wednesday Apr 19<sup>th</sup> 1865,

Fresh southerly winds, with clear weather,  
Thermometer from  $2^{\circ}$  to  $16^{\circ}$  above Zero,

Thursday Apr 20<sup>th</sup> 1865,

Light N.W. winds, with clear weather,  
Thermometer from  $12^{\circ}$  below to  $12^{\circ}$  above Zero,  
Finished shoeing our Boats, and got them  
otherwise ready for painting, when the  
weather comes warm enough. Three Boats  
from the fleet were out Walrusing to day,  
but only succeeded in missing <sup>running</sup> one.  
We are now very anxious to get one of these  
animals for its meat, as the Scurvy  
which for some time past has been on the  
decline, is again gaining ground, and  
that too with rapid strides,

Friday Apr 21<sup>st</sup> 1865,

Strong Gale from S.E. with hazy weather,  
Thermometer  $15^{\circ}$  above Zero. Our Natives  
have been out Walrusing, and two of  
them have (at 9 P.M.) just got back.  
They say they have caught a Walrus, and  
secured the meat on the Flaw, in the  
morning we shall go after it.



Ship *Cornelia*, of New London, in winter

Saturday Apr 22<sup>d</sup> 1865.

Light easterly winds, with cloudy weather,  
Thermometer from  $10^{\circ}$  to  $24^{\circ}$  above Zero,  
had some snow. In the morning  
went out and hauled in the Walrus the  
Skates killed yesterday. It was our  
Native and one of the Angel Gills  
that killed it. So the meat was divided  
between our Vessels, but we gave the  
other three Vessels about one hundred  
pounds a piece.

Sunday Apr 23<sup>d</sup> 1865.

Fresh souther gales, with hozy weather,  
Thermometer from  $11^{\circ}$  to  $24^{\circ}$  above Zero.

Monday Apr 24<sup>th</sup> 1865.

Light southerly winds, with clear weather,  
Thermometer about  $20^{\circ}$  above Zero,  
In the evening light air from N.W.

Tuesday Apr 25<sup>th</sup> 1865.

Light variable winds, with clear weather,  
Thermometer from  $4^{\circ}$  to  $22^{\circ}$  above Zero,  
Carried a boat out to the Claw edge, ~~for~~ Walrusing  
but the ice was close to launch it.



quarters, at Marble Island, in Hudson Bay,

Wednesday Apr 26<sup>th</sup> 1865;  
Strong easterly gales, with snow all day. Thermometer from 6° to 24° above Zero,

Thursday Apr 27<sup>th</sup> 1865;  
Fresh gales from the eastward, with snow. Thermometer from 20 to 28° above Zero, On the evening the wind changed to S.W.

Friday Apr 28<sup>th</sup> 1865;  
From light to fresh breezes from S.W. with snow, to N.W. with clear weather. Thermometer from 15° above down to Zero,

Saturday Apr 29<sup>th</sup> 1865;  
Calm clear weather, latter part light easterly winds, with snow. Thermometer from 15° below, to 14° above Zero,

Sunday Apr 30<sup>th</sup> 1865;  
Strong easterly gales, with squalls of snow. Thermometer from 2° below to 21° above Zero. On Thursday last, Capt Milner, Capt Tabor, and Capt. Chapel, found their Boats had broke away on the flau, and have not been seen since,



Uch Cornelis, of New London, in winter

Monday May 1<sup>st</sup> 1865,  
Light easterly winds, with cloudy  
weather, and some snow, Employed  
in taking down the Theater House  
making Boat Paddles &c,

Tuesday May 2<sup>d</sup> 1865,  
Light changeable winds, with clear  
weather, Thermometer from 32° above  
to 4° below Zero, Employed in the  
Carpentering line,

Wednesday May 3<sup>d</sup> 1865,  
Fresh N.W. winds, with clear weather,  
Thermometer from Zero to 13° above,  
Another party of four families of Natives  
arrived at the Vessels to day, there is now  
ten Natives that have set down by our Vessels,

Thursday May 4<sup>th</sup> 1865,  
Moderate winds from the South,  
with clear weather Thermometer from  
2° below to 16° above Zero,  
Employed in getting ready for whaling,



quarters, at Marble Island, in Hudson Bay,

Friday May 5<sup>th</sup> 1865,

Moderate southerly winds, with snow,  
towards noon the wind changed to the  
N.W. with clear weather, Thermometer  
from  $20^{\circ}$  above to  $14^{\circ}$  below Zero.  
Employed in fitting up for whaling,

Saturday May 6<sup>th</sup> 1865,

Very heavy gales from E. to N.E. with snow  
Thermometer from Zero. to  $14^{\circ}$  above, and  
down again to  $10^{\circ}$  above,

Sunday May 7<sup>th</sup> 1865,

Heavy gales from north. with clear weather  
Thermometer from  $8^{\circ}$  above, to  $13^{\circ}$  below  
Zero. it <sup>rose</sup> up to  $8^{\circ}$  above however only for a  
short time in the sun, the average being  
about  $4^{\circ}$  below Zero.

Monday May 8<sup>th</sup> 1865,

Fresh gales from N.W. with clear weather,  
Thermometer from  $13^{\circ}$  below, to  $4^{\circ}$  above, averaging  
 $10^{\circ}$  below. at 7 A.M. started for the N.E.  
end of the Island. with a load of Bread,  
and Coal. at 7 P.M. got back, all hands  
well tired out,



Schooner Cornelia, of New London, in winter

Tuesday May 9<sup>th</sup> 1865,  
Fresh breezes from N.W. with clear weather,  
except an occasional snow squall,  
Thermometer from  $15^{\circ}$  below, to  $12^{\circ}$  above  
Zero, averaging about Zero.

Wednesday May 10<sup>th</sup> 1865,  
Light N.W. to W. winds with fair weather  
if I except some snow squalls in the  
middle of the day, The Pack Ice being off  
from the South side of the Island, we took  
the chance to carry our materials for house  
building, on the N.E. end, there with our  
Boats, and about 8 A.M. started with  
them, and some provisions in three Boats,  
we got there all right, but was obliged to  
leave our Boats on the way back on account  
of the mush Ice, one stove, and another  
badly jammed by a nip, at 9 $\frac{1}{2}$  P.M. got  
back to the Vessel after a hard day's  
work, several of the crew snow blind,  
including Mr King 2<sup>d</sup> Officer, and some  
of them lame, in fact all hands was  
pretty nearly beat out.  
Thermometer averaging  $8^{\circ}$  below Zero.



quarters, at Marble Island, in Hudson Bay,

Thursday May 11<sup>th</sup> 1865,  
Light winds from W. to S.W. with clear weather  
Thermometer about 9° above Zero. Employed  
in preparations for lining on the N.E. end  
of the Island, from where we expect to do  
the most of our Spring Whaling,

Friday May 12<sup>th</sup> 1865,  
Fresh breezes from the westward, with  
clear weather. Thermometer from Zero,  
to 16° above, made another attempt to  
get our Boats to the Vessel, but failed  
on account of the Ice which continues  
to make as fast any chance offers, by  
Old Ice breaking off and setting away  
from the land.

Saturday May 13<sup>th</sup> 1865,  
Fresh gales from N.W. with clear weather,  
Thermometer from 6° to 22° above Zero,  
at 4 O'clock in the morning made a  
move after our Boats, but there was  
too much Ice, and we of course had to  
leave them where they were, which is  
about half way down the Island, on the  
South side.



Sch. Cornelia, of New London, in winter

Sunday May 14<sup>th</sup> 1865.  
Strong gales from N.W. with clear weather,  
Thermometer averaging about 5° above Zero,  
Succeeded in getting our Boats up to the  
Vessel, two of which have got to be  
repaired before we can launch them again,  
thus ends our first Boat expedition  
toward Whaling this Spring.

Monday May 15<sup>th</sup> 1865.  
Moderate winds from the north with clear  
weather, Thermometer from 4° to 18° above  
Zero. Employed in repairing the Waist  
Boat, and in making our final  
preparations for moving three Boats  
crews on to the N.E. end of the Island  
to live, during the Spring Whaling.

Tuesday May 16<sup>th</sup> 1865.  
Fresh gales from W.S.W. and cloudy,  
at 5 AM. left the Vessel. with three  
Boats crews, to take up our quarters in camp  
on the northeast end of the Is., a distance  
of about 7 miles from Marble Island  
Harbor, where the Vessels lay.



quarters, at Marble Island, in Hudson Bay,

but before we had reach more than a third of the way, the wind had risen to a strong gale with squalls of hail, and snow, and the ice setting on to the shore obliged us to unlade our Boats on the belt ice, and haul them up, we then loaded one of our sleds with our Bedding, and such things as we most needed and proceeded over land, at 2 P.M. arrived at our Camp ground, where we had previously carried material for making a very comfortable Tent, which after drinking a Cup of Coffee all "round, (generously given us by one of the Ship Ansel's Boatstewers who was left here yesterday in their Tent to repair a Boat) we proceeded to put up, at 9 P.M. had finished it, and cleaned out the snow, But as we had been obliged to leave our stove behind, we accepted of Smith's (the Boatstewer) invitation to sleep in the Ansel's Gibbs Tent that night, and also to drink another cup of coffee, which he had prepared expressly for us, after which we all turned in, I feel one to tired to sleep very sound, although our quarters were very comfortable, at midnight the gale moderated.



Schr Cornelia, of New London, in winter

Wednesday May 17<sup>th</sup> 1865;

Fresh westerly winds, with clear weather, at 6 A.M. started after my Boats, no Ice to the South of the Island in sight except a few scattering pieces, at 10 A.M. got back to camp with the Boats, and the ballance of our accoutrements, and provisions and by night were as comfortably settled. In the course of the day, three Boats crews arrived from the Ship Ansel Gibbs, three from the Bark Arctost, three from the Schr Glacier, and two from the Schr Ellen, &c. making 14 Boats crews in all, and all are made. In the evening light airs from S.E. and cloudy,

Thursday May 18<sup>th</sup> 1865;

Fresh breezes from S.E. and cloudy, at noon strong gales with snow. Our Tents afford us good shelter.

Friday May 19<sup>th</sup> 1865;

Strong gales from S.E. at A.M. the wind changed suddenly to the N. blowing a strong gale until noon, when it moderated, with clear weather. In the evening fresh gales from N.W. the Pack Ice in sight. too cold to be out much.



quarters, at Marble Island, in Hudson Bay,

Saturday May 20<sup>th</sup> 1865,

Slight winds from the N, with clear weather. The pack Ice into the flaw to the N. & E. of the Island. The South, and west sides still clear. Several Boats were off to day, they shot one seal, and several ducks. Cut two haul ways through the shore Ice, for our Boats, and found the first fresh water seen this Spring, which had thawed from Ice or snow, but it was in small quantities in the crevices of the Rocks, from three of these little pools I made out a good drink.

Sunday May 21<sup>st</sup> 1865,

Moderate N.E. winds, with fair weather, a narrow strip of clear water along the S. side of the Island, is all the open sea in sight from the hills on the N.E. end, had a despatch from Head quarters. Our Vessel rose up out of her winter Bed to day,

Monday May 22<sup>d</sup> 1865,

Moderate N.E. winds with clear weather, only a few small streaks of clear water in sight, from the hills, on the N.E. end of the Island,



U. S. S. Cornelia, of New London, in winter

Tuesday May 23<sup>d</sup> 1865;

Fresh breezes from the N. with clear weather, the Ice open along the south side of the Island, no water in sight elsewhere, several of the Boats went to the Ships. and back again for change, and to pass time,

Wednesday May 24<sup>th</sup> 1865;

Light airs from the N. and W. and finally to the south, with fine weather, I went up to the Ships to day myself, but could not get all the way back with my Boat, on account of the Ice setting on to the Land, so hailed her up and footed the rest of the way to Camp. it has been the warmest day we have had this Spring. We now get a plenty of water for present use without melting Ice,

Thursday May 25<sup>th</sup> 1865;

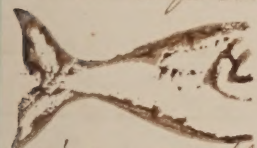
Light south, and east winds, and cloudy weather, no open water in sight, and the prospect for Whaling looks gloomy in the extreme. Spent the day at Cards, Backgamon &c,



quarters, at Marble Island, in Hudson Bay,

Friday May 26<sup>th</sup> 1865.

Light N.E. winds, and foggy, the first fog  
this spring. Towards noon wind from the N.



with clear weather, towards night  
fine weather, the open on the south  
side of the Island a little, saw two, if not three  
Whales, the first we have seen, but could not  
strike, and I am doubtful if we could  
save one if we had, on account of the ice.

Saturday May 27<sup>th</sup> 1865.

Fresh breeze from the northward, and clear  
in the afternoon light winds, all 14 Boats  
were out cruising, but saw no Whales, the  
only open water in sight, is along the  
south, and west sides of the Island.

Sunday May 28<sup>th</sup> 1865.

Light northwesterly winds, and hazy,  
towards night the wind had veered around to  
the S.E. and blowed on to a gale, with but  
very little clear water in sight.

Several Boats were off in the fore part of the  
day shooting, and a lookout kept for Whales  
but none were seen.

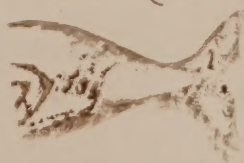


St. Cornelia, of New London, in winter

Monday May 29<sup>th</sup> 1863,  
Heavy gales from E. E. with sleet. Towards  
noon had a very heavy Thunder storm,  
which lasted about 2 hours, when the  
storm all cleared up together, leaving  
only a dense fog, the Pack Ice held on  
to the Island, as far as we could see from  
the N. E. end, Air quite warm.

Tuesday May 30<sup>th</sup> 1863;  
Strong gales from the north, and clear,  
the Ice setting off from the side of  
the Island.

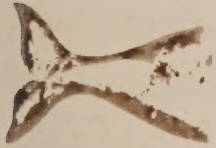
Wednesday May 31<sup>st</sup> 1863,  
Strong gales from the north west,  
and clear weather, saw one Whale in  
the morning, going fast to the north,  
In the afternoon the east end of  
the Island was clear of Ice the second  
time this Spring, no Boats were off  
to day, and nothing to do but play  
Cards, and growl, and we have enough  
of both.





quarters, at Marble Island, in Hudson Bay,

Thursday June 1<sup>st</sup> 1863;

Slight westerly winds, with clear weather,  
at 3 A.M. all Hands were off after Whales, and  
 one or two is said to have been seen  
but they were some ways off, and  
only seen once. The Pack Ice is well  
off shore, but the intervening space is so  
full of young Ice which continued to make  
all day, that it was with difficulty, and  
damage to the Boats that we got round,  
at 3 1/2 P.M. hauled up our Boats, had hard  
work getting in, all the Boats but ours were  
hauled up by noon or before,

Friday June 2<sup>d</sup> 1863-

Moderate easterly winds, and cloudy,  
with some snow, all the Boats off  
untill near noon, when the Pack drove  
us ashore, it has been coming in rapidly  
all the morning before the east wind,  
saw no Whales, had a despatch from  
Head quarters, I caught a Walrus.  
The Scur. Ellen, lost a man last  
night with the Scurvy, he was a Native  
of the Island of Anabon Coast of Africa.



Schooner Cornelia, of New London, in winter

Saturday June 3<sup>rd</sup> 1865;

Moderate N.E. winds, and cloudy, latter part fresh westerly winds, and pleasant, I went to the ship to day for supplies, the Pack to close in to think of whaling if we had seen any Whales.

Sunday June 4<sup>th</sup> 1865-

Fresh westerly winds, and clear, in the morning 12 Boats started out to look for Whales, but about middle of the forenoon one half of them skulked ashore, about noon saw one Whale, and struck, and soon had it in tow, when the Boats came off again and hooked on, to tow it to the ships. Struck the Whale in the edge of the Pack



about 3 miles N.E. of the Island, at 7 1/2 P.M. got the Whale to the flaw of the outer Harbor, half a mile from the ships, and all but five Boats returned to camp, where we arrived at midnight with fresh gales from S.E. accompanied with sleet, the five Boats remained to cut the Whale, and take care of the blubber,



quarters, at Marble Island, in Hudson Bay,

Monday June 5<sup>th</sup> 1865;

At 4 A.M. fresh gales from the north, at 8 A.M. Mr. King, and myself started off Whaling, and were out all day, saw two Whales, and had one missed. The rest of the Boats did not put off until afternoon and then soon hauled again.

Tuesday June 6<sup>th</sup> 1865;

Slight northerly winds, and cloudy, all the Boats off to day, one Whale seen but seen only one rising.

Wednesday June 7<sup>th</sup> 1865;

Slight westerly winds, and fair weather, all the Boats were off to day, several Whales were seen, but none struck in the afternoon the wind changed to the N.E. with hazy weather.

Thursday June 8<sup>th</sup> 1865;

Fresh gales from N.W. and cloudy, at 10 A.M. strong gales, our Boats were off until noon, when we hauled up, but none of the Boats went far saw one Whale going as usual to the north,



Ship Cornelia, of New London, in winter

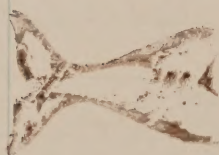
Friday June 9<sup>th</sup> 1865;

Strong gales from N.W. with snow squalls,  
did not launch the Boats to day,

The Ship Arsel Gibbs lost a man to day,  
(Leonard Leroy, a Native of Long Island,  
disease called consumption, and Scurvy  
combined, but I believe, it the Scurvy only,  
which he has had since last December,

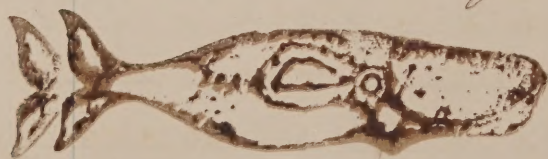
Saturday June 10<sup>th</sup> 1865;

Fresh breeze from the north, with  
cold hazy weather, the Boats  
off cruising, saw one Whale,



Sunday June 11<sup>th</sup> 1865;

Light westerly winds, and hazy, Boats  
off looking for Whales, three went to Cape  
Jalabut and back without seeing anything  
the rest cruised around the east end of  
the Island, just at night saw three



Whales, and got two  
of them, afterwards saw  
two more, at P.M. had  
got them in tow towards the Ship,  
and at midnight was still 6 or 7 miles  
away, wind light from the north,



quarters, at Marble Island, in Hudson Bay.

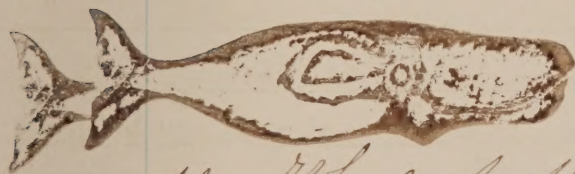
Monday June 12<sup>th</sup> 1865;

Moderate north, and northeast winds, and cloudy, at 5 A.M., got the Whales to the flaw of the outer Harbor, and all but five Boats returned to camp, where we got Breakfast and Mr King, and myself started out to look for Whales, Saw two, and Mr King had one missed. At 2 P.M., the rest of the Boats showed off, at 5 P.M., the five Boats that stoped to cut the Whales returned.



Tuesday June 13<sup>th</sup> 1865;

Slight westerly winds and pleasant, the Boats all off at early morn, towards noon light winds from the South, at noon had two Whales killed and in tow for the Ships. Saw four, At 9 P.M., had the Whales to the outer Harbor flaw, when all but five Boats started back to camp where we arrived at 11 1/2 P.M., with fresh gales from South, and cloudy, found it rough landing, but after some difficulty, got our Boats up without damage, we now have to land our Boats on the rocks at low water





Scho Cornelis, of New London. in winter

Wednesday June 14<sup>th</sup> 1865;

Strong gales from S.E. and clear, at noon stormy, but this time we have rain instead of snow, or hail. no Boats were put into the water to day,

Thursday June 15<sup>th</sup> 1865;

Light baffling winds, and calms, saw four or five Whales, and caught one, and towed it to the Ships, and one that at midnight we had only got part way to them but were still towing, five Boats remained when we took up the first Whale to cut it. these we saw returning to camp in the evening,



Friday June 16<sup>th</sup> 1865;

Light air from the north, and cloudy, at 4 1/2 A.M. got the Whale to the outer Harbor flau, left five Boats to cut it and the rest of us returned to camp, in the afternoon struck and drew from a



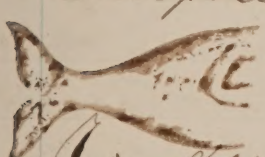
Calf, the only Whale seen to day, in the evening all hands were again in Camp.



quarters, at Marble Island, in Hudson Bay,

Saturday June 17<sup>th</sup> 1863;  
Strong gales from N.E. and clear, the Pack  
Ice in sight, no Boats off to day, and  
no Whales seen from the Island.

Sunday June 18<sup>th</sup> 1863;  
Bright air from the north, and pleasant.  
Thermometer up to 80° in the sun, the Pack  
ice on the Island, so we could not go  
out with the Boats to look for Whales,  
and did not see any from the Island.  
The third Mates were called to the Vessels  
to commence sawing out the Ships  
tomorrow morning.

Monday June 19<sup>th</sup> 1863;  
Bright air from the north, and west,  
with fine weather, the Island, en-  
compassed by ice, saw one Whale, but  
 could not put the Boats into  
the water for it.  
To day the grand job of sawing out  
the Ships commenced, it will probably  
take some 8 or 10 days to complete it.



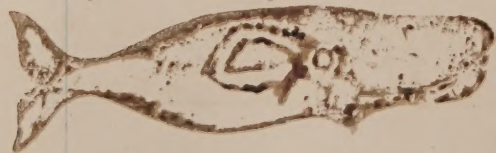
Scho Cornelis, of New London, in winter

Tuesday June 20<sup>th</sup> 1865,

Slight northwesterly winds, and pleasant  
the Ice off two or three miles, from the  
land in the morning. Boats all off  
until noon when the Rain set in, and  
we had to haul up, had a despatch from  
Head quarters, with orders for all the first  
Officers to report themselves for sawing  
Ice, the third Officers having made but  
little progress. Towards we all started  
up to relieve them, and they returned  
to camp to follow up any chance for  
getting a Whale.

Wednesday June 21<sup>st</sup> 1865,

Moderate westerly winds, and fine weather,  
the first Officers of the fleet, with their  
Boats crews sawing Ice, the rest of the  
Boats attending to the Whaling,  
at 6 P.M. had saw a channel 400 feet  
long, and 40 feet wide, and crossed sawed  
it, and shoved it out, we find the Ice  
from five to five and one half feet thick.

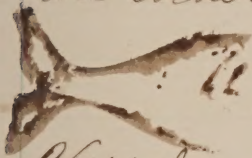


at midnight the Boats brought  
a Whale, made it fast to the  
flaw, and returned.

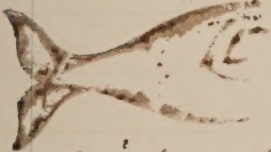


quarters, at Marble Island, in Hudson Bay,

Thursday June 22<sup>d</sup> 1865,

Fresh breezes from S.W. to N.W. and cloudy, the first Officers of the fleet sawing Ice, at 8 P.M., completed a channel through ~~the~~ outer to the inner Harbor, then hauled in the Whale  and cut it on the inside Harbor flow about 400 feet from the nearest Vessel, and returned to camp, where we arrived at 11 1/2 P.M., with orders to send up the second Mates to take their turn at sawing. They had seen one, and some of them said two Whales to day,

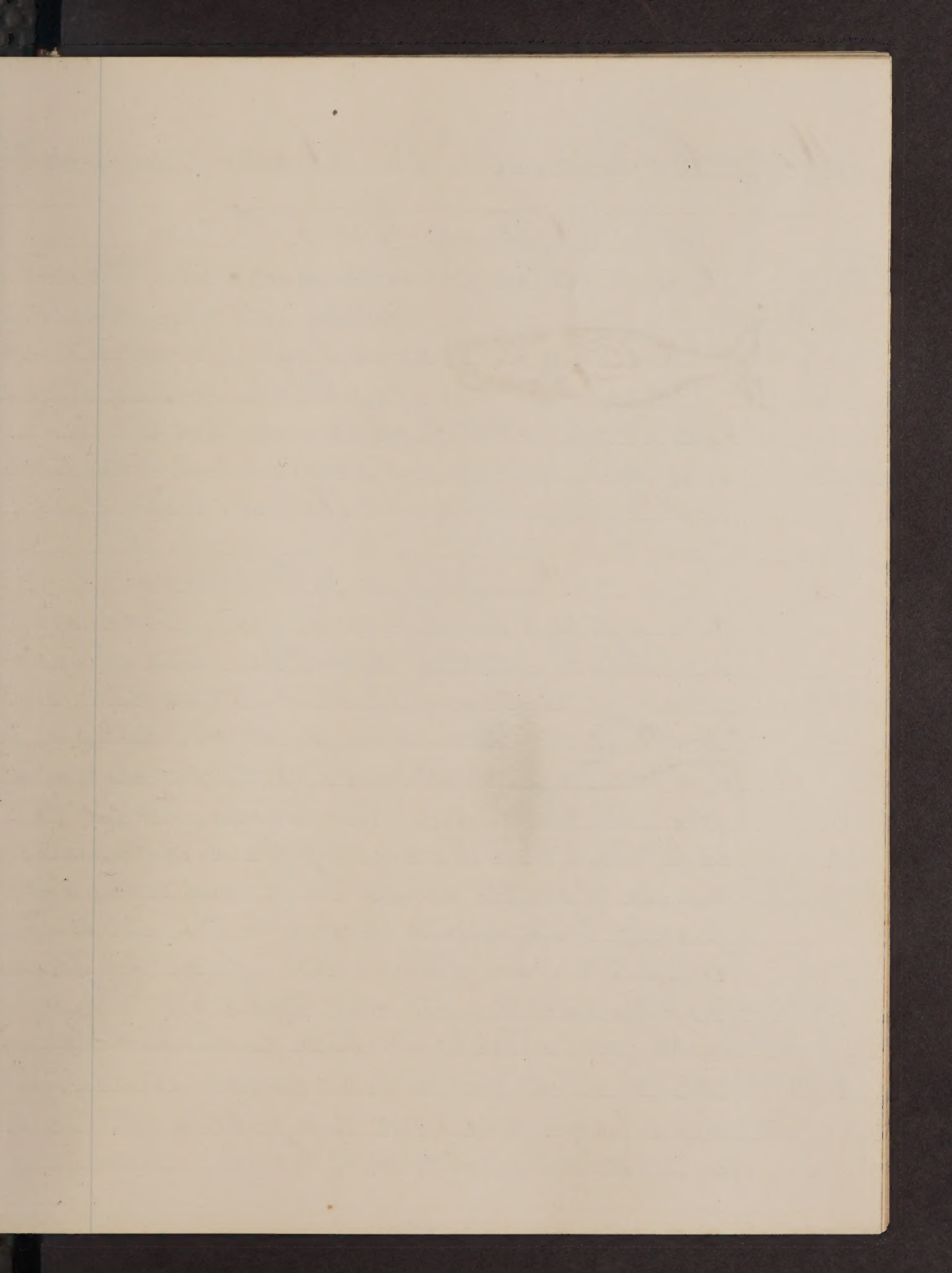
Friday July 23<sup>d</sup> 1865,

Slight northerly, and clear pleasant weather, this morning at 4 O'clock the second Mates left camp to take a spell at sawing Ice, to relax the ships. The rest of us went off Whaling, saw three struck  one which the line in the Ice and we lost it, the Pack is quite handy to the east of the Island, and to close for Boats to get through it to any extent, but appears to be moving rapidly southward, and comes from the N.









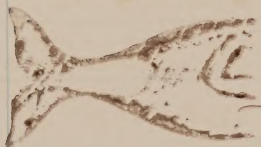


Ship Cornelia, of New London, in winter

Saturday June 24<sup>th</sup> 1865;  
Fresh westerly winds, and clear, the second  
Mates with their Boats  
crews sawing Ice, the rest  
of us Whaling, saw three,  
Caught one, at 5 P. M. commenced towing,  
and at midnight, was still several miles to the  
east south east of the Island, wind fresh,



Sunday June 25<sup>th</sup> 1865,  
Strong gales from S.W. and clear, towed on  
our whale until 4 A.M. then was obliged  
to anchor it, and get ashore, at  
7 1/2 A.M. arrived at our camp after  
a pull of 3 1/2 hours, to get not more  
than 4 miles, saw two Whales but did go  
after them, in the evening the second mates  
arrived from the Ships, with orders, for both  
first & third Mates to come to the Ships and  
complete sawing them out, but we shall  
not go until we can take our Whale  
with us, which we hope to be able to  
start with in a few hours, as the wind  
has already moderated to a great extent, and  
is still dying out.





quarters, at Marble Island, in Hudson Bay,

Monday June 26<sup>th</sup> 1865;

Calm, and pleasant, at 1 A.M., started after our Whale. at 8 A.M. got it into the Island, and the tide being ahead anchored it, and went ashore. got Breakfast. Racked up our traps and stowed them into the Boats, then layed down for a "nap" until the tide came in faster when we started again with the Whale for the Ships, at 8 P.M. had it cut in on the Ice in the inner Harbor,

Tuesday June 27<sup>th</sup> 1865;

Slight northerly winds, and cold cloudy weather, the first and third Mates, with their Boats crews sawing out the Ships, liberated the Gibbs, and Glacier, at night sent for the second Mates for the second Mates to come to the Ships, one days work of all hands will now finish the job,

Wednesday June 28<sup>th</sup> 1865;

Fresh breezes from the north, with cold cloudy weather. All our Boats crews employed in sawing, and shoving out Ice, at 4 P.M. the last Vessel was got loose, and a channel clear for all to proceed to Sea,



# Journal of a Whaling Voyage, from New

Thursday, A.M. 29<sup>th</sup> 1865,

During our confinement in winter quarters I have reckoned time according to the civil code for convenience, but now change it to

~~civil~~  
Nautical

Light air from the westward, and pleasant, at 6 O'clock began to make a move to get outside, it being high water at 8 O'clock. Bark Orryapt, Capt Parker, went first then the Ansel Gibbs, Capt Kielmer, next the Schu Glacier, Capt Taber, then came our turn, and finally the Schu Ellen, S. Capt Chapel, of New London (the Schu Glacier preceded the Ansel Gibbs instead of following her,) at 9 O'clock all were safely out of Marble Island Harbor, where we have been imprisoned 9 months, and 17 days. And I can assure those who may chance to peruse this Journal that I for one felt as I suppose a man would feel when liberated from some long and tedious slavery, before noon the Ansel Gibbs had taken a Whale, and we were getting <sup>our</sup> camp, and camp utensils off the east end of the Island.



London, to Hudson Bay, in the Schooner *Cornelia*,

Friday June 30<sup>th</sup> 1863,

Moderate S.W. and pleasant, took lunch, and camp utensils on board, and cruised around for whales, but saw none. at 2 P.M. finished boiling the flaw catchings, latter part strong gales from S.E. with snow, hail, and rain, laying off and on the east end of Marble Island, at noon it had begun to moderate,

Saturday July 1<sup>st</sup> 1863,

Fresh gales from the. and fair weather, stowed down the ballance of our flaw catchings, which had amounted, to about 100 Barrels of Oil, at 6 P.M. saw and lowered for a Whale, but two of the other Vessels came up and lowered also, and the opposition, soon drove it off, it was the only whale seen here to day, and was going north. Latter part light westerly winds, and pleasant. at 10 A.M. lowered for Walrusses, and each of the three Boats got one, at noon Marble Island bore S.S.W. distant 10 or 11 miles, all of the fleet in sight,



# Journal of a Whaling Voyage, from New

Sunday July 2<sup>d</sup> 1865;  
Very light airs from the western board,  
and pleasant, cruising to the N.E. of  
Marble Island. Employed in setting  
up rigging, and flinching our Maltrusses,  
latter part Calm, clear, and warm,  
drifting with the tides, about halfway  
between Marble Island, and Cape Sabant  
Ship Ansel Gibbs, Bark Orytaft, and  
Schr Glacier in sight, the Schr Ellen,  
H. out of sight to the north,

Monday July 3<sup>d</sup> 1865;  
Calm clear weather, middle, and latter  
parts light airs from W. to N. Worked  
the vessel to the north along the land,  
Lat by Obs 63° 32' North,

Tuesday July 4<sup>th</sup> 1865;  
Light airs from N.W. to N.E. and  
pleasant, worked to the N and E, keeping  
the land in sight to the westward,  
distant by estimation 10 or 12 miles,  
at 1 P.M. drew and lowered  
 for a Whale, but only saw

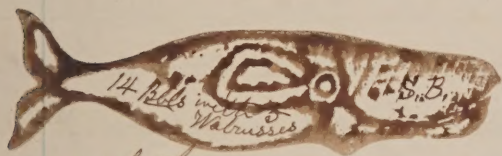


London, to Hudson Bay in the Scho (Cormelia),

it once after lowering, run through a good deal of light ice. at 2 P.M., saw the Vessels that wintered at Depot Island still in their winter quarters, latter part fresh breezes from the south, with some attempts at raining, saw and lowered for two Whales, somewhere nearly abreast of Eagle Harbor.

Wednesday July 5<sup>th</sup> 1865;

Squalls from the S.W. and W. about 5 P.M., the Starboard Boat struck



a calf, we had been chasing it and the mother all the

afternoon, and a part of yesterday, took the little Devil alongside, and as it was a little too large to take in whole, we went through the routine of cutting, saw the Scho Ellen H. cut a Whale, middle part fresh breezes from N.W. and latter part from S.W.

Saw considerable ice, adrift, which was light, and fast decaying, but there appeared to be good deal of flaw ice attached to the land, which looked heavy.



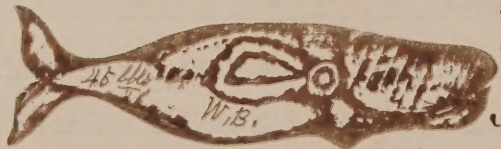
# Journal of a Whaling Voyage, from New

Thursday July 6<sup>th</sup> 1863;

Moderate winds from the western board  
and clear, cruising along the Claw to the  
eastward of Depot Island. Through some  
light open ice, at 2 P.M., commenced  
boiling, and finished at 4 A.M.,  
 latter part steered eastward, saw,  
and lowered for a whale but without  
success, at noon was off Cape Hullerton  
Lat by Obs 64° 03' north.

Friday July 7<sup>th</sup> 1863,

Fresh breeze from the south, and cloudy,  
steering northward along the land, from  
Cape Hullerton, at 8 P.M. came up with  
the ship Angel Gibbs, and Schr Ellen, J.,  
both cutting, hauled to for the night, at  
4 A.M., lowered for a whale but did not see  
it again, at 7 A.M. calm, lowered two  
boats to cruise for whales



at 8 A.M. light winds from  
N.E. about 10 A.M. the  
waist boat fell in with a whale and struck  
and the whale took the line, soon afterwards I  
got hold of the whale and killed it, thick fog  
vessel out of sight, so ends. Laying by the whale,



London, to Hudson Bay, in the Schooner *Cornelia*,

Saturday July 8<sup>th</sup> 1863;

Light winds from the northeast, with thick fog, Mr King, and myself, towing our whale to leeward. where we heard the vessel firing, at 5 P.M. found the vessel, got the whale alongside, anchored, and commenced cutting at 6 P.M. the fog lit up by spells, spoke Sch. S. with four whales, at midnight calm. Latter part moderate winds from south and pleasant, got underway, and worked northward, Employed in boiling "Where we cut the whale lat by  $64^{\circ} 35'$  north,"

Sunday July 9<sup>th</sup> 1863;

Moderate winds from S. to S.E. and clear, steering northward along the west shore of Sir Thomas Bowes Welcome, at 6 P.M. were nearly up to the Ice Straits fell in with too much ice to go farther to a short look at the ice, and hauled our wind for the south again. latter part light winds from N.E. and cloudy, steering southward, along the west shore of the Welcome, Employed in boiling, at 10 A.M. passed the mouth of Wager River.



# Journal of a Whaling Voyage, from New

Monday July 10<sup>th</sup> 1865.  
Light winds from the northward, and hazy,  
steering southward along the west shore of the  
Welcome, saw the Schu Glacier take a Whale,  
and saw one ourselves, but it was  
 going so fast to windward, we did  
not lower for it, at 3 P.M. finished  
boiling, Schu about halfway between Wager River,  
and Whale Point, latter part nearly calm,  
stowed down Oil, at noon was about 13.  
miles N.E. of Whale Point,

Tuesday July 11<sup>th</sup> 1865.  
Very light airs from the northern board,  
and pleasant, some of the time calm, latter  
part light breeze, at 6 A.M. lowered two Boats  
to look for Whales, worked southward, at noon  
was off Whale Point, came on board, had seen  
nothing, two Boats from the Depot Island  
Fleet's Camp, on Whale Point, was on board  
of us, they got a Whale last Sunday, and  
cut it on the Rocks, they intend keeping  
it here until their Ships get out, and come  
for it, they have four Boats at this place  
Lat by Obs 64° 10' North,  
I call Whale Point 64° 16' north,



London, to Hudson Bay, in the Scho Cornelia,

Wednesday July 12<sup>th</sup> 1865;

Very light airs from the north, with calm spells, and pleasant, stood out to the east of Whale Point, fell in with a large sheet of Ice, at 6 P.M. light winds from the westward. Latter part very nearly calm, saw a good deal of Ice, at noon was about 10 miles from Whale Point. the ship Ansel Gibbs, near by us. Lat by Obs 64° 09' north,

Thursday July 13<sup>th</sup> 1865;

Very light winds, from the westward, and pleasant, with a great deal of Mirage, worked to the south, and West along the land, saw considerable drift Ice, when we passed here a few days ago, there was scarcely any, except the belt Ice along the land, Latter part light easterly winds, stood to the westward from Cape Fullerton, keeping the land from 6 to 10 miles distant. saw one of four Boats from the Depot Island fleet, bound to Whale Point to relieve the Boats that are there, They told us they expect to get there ships out in about one week,



# Journal of a Whaling Voyage, from New

Friday July 14<sup>th</sup> 1865;

Slight air from E. to S.E. and S, working to the S.W. along the land, at 6 P.M. was off Depot Island, could see the Vessels there still in their winter quarters, latter part light air from S. and pleasant at noon was off Rocky Point, about 12 Miles south, and west of Depot Island,

Saturday July 15<sup>th</sup> 1865;

Moderate winds from S.E. very nearly, and pleasant, steered to the north, and east, passed in sight of Depot Island, and saw the five Vessels laying there, at 5 P.M. was off Eagle Harbor, saw four Boats in shore going towards Depot Island, probably the four we saw a few days since at Whale Point, latter part from the S.S.W. at 6 A.M. passed Whale Point, and steered up the Welcome, saw the Depot Island Fleets Camp on the Point as we passed by, at 7 A.M. lowered two Boats and followed up the west shore, while the Vessel kept farther out, at noon came on board, had seen no whales, Lat by Acct 64° 40 north,



London, to Hudson Bay, in the Schooner *Cornelia*,

Sunday July 15<sup>th</sup> 1865;

Fresh breeze from S.E.W. and clear, steering up the Welcome, and keeping the west shore aboard at 6 P.M. was off Wager River, still steered to the north, with a strong breeze and hazy sky, at 3 A.M. supposed ourselves at the mouth of Repulse Bay, and on the south side, stood in shore to 18 fms. and off to 45 fms. saw some ice but not in very large patches, it seemed to lay in streaks, at this time the clouds began to gather, with Thunder and Lightning, with some rain, lay by until 9 A.M. when it began to clear and the wind came around to the N. saw the ship *Ansel Gibbs*, and schooner *Ellen F.* steering southward, and we followed them,

Monday July 17<sup>th</sup> 1865;

Light winds from N.W. and pleasant, steering down the Welcome, keeping about midchannel, only now and then a very small piece of ice to be seen, at 8 P.M. was off Wager River, latter part hauled over to the east shore, in company with the *Ellen F.* having a gam, at noon hauled our wind for the west shore, with a strong breeze from N.E. saw three other sails,  
Lat by Obs -  $64^{\circ} 21'$  north,



# Journal of a Whaling Voyage, from New

Tuesday July 18/65.

Fresh breezes from N. N. E. and clear, run about W. from the east, to the west shore of the Welcome, and then kept off along the land to the S. & W. at 5 P. M. passed Whale Point, ~~Sch~~ Ellen C. in company, saw the Depot Island flut camp still on the point, about midnight passed Depot Island, steering southwesterly, three of the five vessels that wintered there had just got out, ~~Vix~~ Barks, Black Eagle, George & Mary, and ~~Antelope~~, Concordia, the Barks, Antelope, and Monticello were still inside, latter part strong breezes saw Sch Glacier, boiling a calf she got four days ago off Cape Hullerton, saw Barks Angel Gibbs, and Cryptast, hauled a Whale, about 8 miles N. N. E. of Marble Island, but it was going too fast to be caught, at noon were laying two off the east end of Marble Island, no Ice to be seen from this point, but we passed considerable coming down from Chesterfield Inlet, to a little past Cape Zalcourt.



London, to Hudson Bay, in the Scho Cornelia,

Wednesday July 19<sup>th</sup> 1865;  
Strong breezes from N.W.E, and clear,  
cruising, and laying around the east  
end of Marble Island, 4 sails in sight  
(all the Marble Island fleet), latter part the  
wind moderated, at noon only the Scho  
Glacier in sight.

Thursday July 20<sup>th</sup> 1865;  
Very light winds from the N.W.E, and clear,  
cruising off Marble Island, the Scho  
Glacier in company, at 7 P.M. both of  
us lowered for a Whale, and chased  
 into the Island, and there lost  
run of it, in the evening calm  
the two Vessels came so near together  
that we had to tow, and shove them  
apart with poles. This was the more  
singular, as both Masters try to avoid  
each other, they not being on speaking  
terms, latter part light S.W. winds  
cruised around the east end of the Island  
with the Vessel and Boats until 11 A.M.,  
and seeing nothing, took up the Boats, and  
steered to the northward, under all sail,



# Journal of a Whaling Voyage, from New

Friday July 21<sup>st</sup> 1865;

Pleasant breezes from S.W. and clear, except the of which there is a great deal. Steering northeasterly for Whales, the Scho Glacier following in our wake, saw considerable light broken ice inshore of us off Cape Galabert, and in towards Chesterfield Inlet. About 2 A.M. passed Table Island. Latter part fresh gales from N.W. At noon was off Whale Point, having run from Marble Island to here without seeing any signs of Whales. Saw Barks, Black Eagle, and George & Mary, as we supposed.

Lat by Obs 64° 14 north.

Saturday July 22<sup>d</sup> 1865.

Fresh breezes from the north and clear, at 3 P.M. moderate winds. Latter part light southerly winds. Steered northward along the west shore of the Welcome. at 4 A.M. passed Whale Point. The Depot Island fleets camp was taken away. at 11 A.M. hauled by the wind to work south again.

Lat by Obs 64° 35 north.



London, to Hudson Bay, in the Scho Cornelia,

Sunday July 23<sup>rd</sup> 1865;

Fresh puffing winds from S.W. and clear, working down the Welcom, by midnight the wind had worked around to N.E. at this time passed Cape Hullerton, followed the land at the distance of from 6 to 10 miles to the west and south, at 8 A.M. was off Table Island, and in sight of Depot Island saw the Bark Monticello there still in her winter Harbor, boiling, saw her tender the Scho Ellen F. outside, also saw the Scho Glacier, and Barkus Ansel Gibbs, and Antelope. spoke the latter, and had a game, they had seen no Whales since they got out of Winter quarters,

Monday July 24<sup>th</sup> 1865;

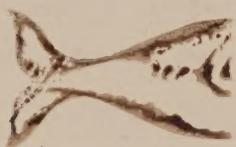
Bright east, and southeasterly winds, and hazy, worked to the eastward, four sails in sight, at midnight fresh gales from S. with distant thunder, lay aback, at 2 A.M. raining, at 5 A.M. fair weather, vessel off Cape Hullerton, at 7 A.M. hauled in shore, and steered northward along the land, at noon was off Whale Point with fresh gales from the westward, 3 sails in sight.



# Journal of a Whaling Voyage, from New

Tuesday July 25<sup>th</sup> 1865;

Strong gales from N.W. and cloudy, steering to the north along the west shore of the Welcome, three sails in sight, Middle & Latter parts, it blowed heavy, carried just sufficient sail to hold on, where



we were, at 10 A.M. saw a small Whale going fast to the north, Bark Ansel Gibbs Antelope, and Behr Glacier, boat by Obs 64° 36' north.

Wednesday July 26<sup>th</sup> 1865;

Strong gales from N.W. with fair weather, the Behr under easy sail, latter light winds, and rather baffling, 5 sails in sight,

boat by Obs 64° 42' north,

Friday July 27<sup>th</sup> 1865;

Very light baffling winds, and pleasant, Latter part light northerly winds, worked north up the Welcome, Visited both shores in the course of the day, about noon fell in with considerable Ice a little south of Wager River, lowered and caught a Walrus, five sail in sight, all working north,



London, to Hudson Bay, in the Scho Cornelia,

Saturday July 28<sup>th</sup> 1865;

Light northerly winds, and pleasant, working northward up the Welcome, five sail of Vessels working up in company, latter part fell in with considerable Ice, laying in leads,



at 9<sup>h</sup> A.M. saw a Whale, which was going fast to the north, two Vessels lowered their Boats for it, and chased awhile to no purpose, then took up their Boats and put off to the south before the wind,

Lat by Obs  $65^{\circ}37'$  North,

Saturday July 29<sup>th</sup> 1865;

Light northerly winds, and pleasant, working up the Welcome, with three sails in company at 2 P.M. two of them turned back to the southward, thinking I suppose that there was too much Ice although we had no trouble, few clear water to beat in, at 9 A.M. had fine breezes from N.W. and at noon was up to the southern head to the entrance of the Frozen Straits, ship Ansel Gibbs, two or three miles ahead of us, saw considerable Ice, but it lay in open leads and was low white, and nearly decayed,



# Journal of a Whaling Voyage, from New

Sunday July 30<sup>th</sup> 1865.

Moderate N.W. winds and pleasant, beating ship up to Repulse Bay, at 3 1/2 P.M. were up past the Crozen Straits but the Capt thinking there was too much Ice to go farther turned the Vessels head to the south with a fair tide, and wind, left the Ship Ansel Gibbs astern still working up through the Ice, we could go even farther, but how much, could only be told by going until we found the way blocked. Weather part calm, 4 sails in sight to the south, and one seen for a time to the north, Lat by Obs 65° 11' North.

Monday July 31<sup>st</sup> 1865.

Moderate southeasterly winds, and clear. Spoke Bark, Black Eagle, saw Barks, Antelope, Concordia, and George & Mary, in the evening the Concordia went out of sight in Wager River, weather part light baffling winds from the northeastern board, cruised about the mouth of Wager River, saw the Ansel Gibbs coming down from the north, Barks George & Mary, and Antelope, have each got a boat up the Wager prospecting.



London, to Hudson Bay, in the Veh Cornelia,

Tuesday Aug 1<sup>st</sup> 1863;

Sight v. c. winds and pleasant, cruising about the entrance to Wager River, latter part cloudy, two of the 4 sails put off to the southward, the two that remain here have each got a Boat up the River looking for Whales, and we are hanging on to see if they find any there, the Bark Concordia is also somewhere up the River on the same errand.

Wednesday Aug 2<sup>nd</sup> 1863;

Calm, fair weather, two sails in sight, in the evening light westerly winds, lay about the entrance to Wager River until near midnight, when we saw the Bark Concordia out of the River, and concluded by her coming out, that there was no Whales there, so we pointed southward to look for them, latter part light S.W. winds, and pleasant, saw and lowered for a small  
 Whale, and the Bark Concordia soon came up and lowered her Boats also, and it was her fortune to catch the Whale,

Set by Obs 64° 54' north;



Journal of a Whaling Voyage, from New

Thursday Aug 3<sup>rd</sup> 1865,

Light S.W. winds and pleasant, beating southward along the west shore of the Welcome, Barko, Antelope, George & Mary, and Cordia in sight to leeward, in the evening moderate breezes from the westward, at midnight strong breezes from N.W. at 3 A.M. passed Whale Point, at 7 $\frac{1}{2}$  A.M. passed Cape Hullerton, and at noon was laying off Skopt Island, Bark Antelope the only sail in sight,

Friday Aug 4<sup>th</sup> 1865,

Fresh gales from N.W. and clear, steering southward, from Skopt Island along the land, keeping it in view, at midnight went down to ~~Skopt~~ Island. Saw several sail latter part light westerly winds, about 10 A.M. anchored under the south side of Marble Island and took a boat of casks ashore for a supply of fresh water shortly after the ~~sch~~ Glacier came in and anchored for the same purpose, the anchorage here is good, in from 20, to 10 f<sup>ms</sup> Clay Bottom,

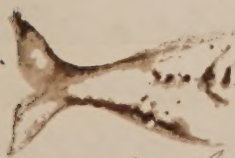


London, to Hudson Bay, in the Schn Cornelia

Saturday Aug 5<sup>th</sup> 1865.

Bight S.W. and W. winds, and pleasant, laying  
at anchor under the south side of Marble  
Island, getting a supply of fresh water  
the Schn Glacier like employe,  
about 5 P.M. we both got underway,  
and we steered off to the north, leaving  
the Glacier off the Island, at the end  
of the day supposed ourselves about 20  
miles E.S.E. of Depot Island, but no  
land in sight, five or six sails in sight,

Sunday Aug 6<sup>th</sup> 1865.

Bight westerly winds, and pleasant, steering  
to the north and west, at 4 P.M. spoke ship  
Daniel Webster, of N.B. Capt Kelly, and got  
ten Bbls of Potatoes from her that were sent  
out to us, land in sight to the north and  
West, and several sails also, all of which  
we were able to make out, latter the  
wind worked around to the north, east,  
and finally to Southeast, saw and lowered  
 per a Whale which was going very  
fast saw it but three times, at  
noon was about 12 miles south  
of Whale Point, in the Welcome,



# Journal of a Whaling Voyage, from New

Monday Aug 7<sup>th</sup> 1865.  
Fresh southerly winds, and pleasant,  
steering northward along the west shore  
of the Welcome, at 3 P.M., passed Whale  
Point, at 6 P.M., luffed by the wind  
and soon after shortened sail and hauled  
aback, weather looking rather foul,  
saw several sails, latter part wind about  
S.E. and inclining to be thick, at noon  
raining, in the morning we steered to the  
north for a short time then hauled by the  
wind and worked southward, about 11 A.M.,  
got into 3 1/2 fms water, on a reef a little  
north of Whale Point,

Tuesday Aug 8<sup>th</sup> 1865.  
Fresh breezes from S.E. and rainy, at 4 P.M.  
calm, employed in washing ship, at 8 P.M.  
fresh breezes from S.W. which soon fell off  
again, with fair weather, worked south  
ward from Whale Point, latter part  
light air from the south, and cloudy,  
started the works, and holed out a Walrus  
we caught some time ago, 5 sails in sight,  
at noon was 6 or 8 miles W of Cape Gallerton,

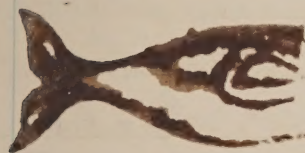


London. to Hudson Bay, in the *Schooner* Cornelia.

Wednesday Aug 9<sup>th</sup> 1865;

Very nearly calm, and rainy, at 3 P.M. light winds from N.E. with half rain & half snow, steered to the S.W. & sails in sight, at 5 P.M. spoke Bark Antelope, at 7 P.M. fresh breezes from north, shortened sail, and lay aback, until morning, at midnight wind from the westward, latter part worked to the westward, along the land,

saw a Whale about 10 A.M.



going very fast to windward, & sails in sight.

Thursday Aug 10<sup>th</sup> 1865;

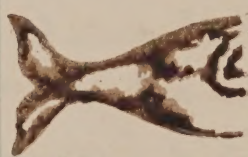
Strong westerly winds, and clear except an occasional squall, worked to Westward from Cape Hullerton, latter part moderate breezes. at 11<sup>h</sup> A.M. came to anchor inside of Depot Island, in 11 fms water, hard Bottom. The Bark Antelope came in with us, she to get water, and some empty casks from the shore intending to leave here as soon as possible for Cumberland Inlet, and we to get a spare spar we left last season, I expect we shall leave soon for home,



# Journal of a Whaling Voyage, from New

Friday Aug 11<sup>th</sup> 1863.

Bright S.W. and clear weather, laying at anchor inside of Depot Island, got a spar from the shore, which we left here last season and chased, or rather looked after a Whale



we saw once, until night, after which the Capt concluded to not get underway until morning, but then the wind coming to the S and E, with half thick, and half rainy weather, he concluded lay here until it was better, after breakfast I went on shore, and shot 40 ducks, and the Boys found a few Eggs, saw 4 sails in the offing one of them boiling,

Saturday Aug 12<sup>th</sup> 1863.

Fresh southeasterly winds, and rain, laying at anchor at Depot Island, saw four sails in the offing, one of them boiling, exchanged two of our men (viz John Rogers, "alias" Peter Holloway,) and George Benedict) with the Bark Antelope, for two of her men, (viz Frank Ryan and Michael Oconnor,) by their mutual desire, our two men wishing to stop in this country another winter, and the Antelope's two men wishing



London to Hudson Bay, in the *Schooner* *Cornelia*

to go home this fall, and have accordingly agreed to take the indebtedness of our two men upon themselves, to pay, and are to have the one two hundredth of all we may hereafter catch, on the Voyage, what our men agreed upon with Capt Dixon, of the Bark *Antelope* is more than I know, but I suppose upon something satisfactory on both parts or they would not of left their old Vessel,,  
Satter part Strong easterly gales, and thick rainy weather, at 5 am, let go the second Anchor,

Sunday Aug 13<sup>th</sup> 1863;

Strong easterly gales, with thick rainy weather, laying at Anchor, at Abepot Island, Satter part had the wind from N.E. and N. and more moderate, at 10 A.M. took up one anchor,

Monday Aug 14<sup>th</sup> 1863;

Fresh breezes from N. with fair weather, laying at Anchor at Abepot Island, at 4 am, got underway with light baffling winds from the northern and western boards, and made the best of our way for the Welcome again, saw a vessel to the eastward boiling,



# Journal of a Whaling Voyage, from New

Tuesday August 13<sup>th</sup> 1863.

Light winds from W. which gradually veered to the, and finally to N.E. steering up the Welcome at 7 P.M. was in sight of Whale Point. the weather fair, and the sea smooth. Spoke Bark Arrytaft. she was boiling, but had seen but two Whales, lay by during the night. Scatter light easterly winds, and pleasant, cruised in the vicinity of Whale Point. saw a considerable quantity of Whale feed in the water for the first time this season, but saw no Whales.

Wednesday Aug 16<sup>th</sup> 1863.

Light southeasterly winds, and pleasant. Saw three sails, and spoke them all, they were the Backs Antelope, and Arrytaft, and the Glacier. Cruised in the vicinity of Whale Point, during the night lay aback. in the morning started to the north until 9 A.M. when we tacked to the southward, with light winds from E. the Antelope, and Glacier heeled on to the N. the Arrytaft tacked backed back before we did, at noon was in lat 68°30' by estimation,



London, to Hudson Bay, in the Sch. Cornelia,

Thursday Aug 17<sup>th</sup> 1863.  
Bright ~~South~~ easterly and cloudy, steering  
southward, at 2 P.M., the weather began to  
thicken, lost sight of the Bark Crypta,  
at 4 P.M. was off Whale Point, at 5 P.M.,  
thick fog, at 6 P.M. bore two, latter  
part heavy gales from N.E. with a high sea,  
lost the after Mast & Mast, and came near  
loosing the Boat, got her badly shaken as  
it was, had thick rainy weather, passed  
close to the Barks Concordia, & Crypta,

Friday Aug 18<sup>th</sup> 1863.  
Strong gales from N.E. with fog, and rain,  
towards evening it had moderated considerably  
but blew on again shortly, and held through-  
out the day, with a abundance of rain, and  
some fog, at 10 A.M. made the Land  
all the way along from Cape Hullerton to  
Table Island, saw Barks Concordia,  
and Crypta, the former close to us  
all the latter part of the day, but the latter  
was some ways to leeward.  
We are hanging on here to get what I have  
had no hopes of getting in this place the last  
month, and that is a little more Oil,



# Journal of a Whaling Voyage, from New

Saturday Aug 19<sup>th</sup> 1865,

Strong gales from N.E. with rain and fog, laying aback, off and on the land near Cape Hullerton, two sails in sight at one time. Latter part Moderate N.E. winds, but not much change otherwise, the fog however lit up at intervals, saw three sails, also saw Depot, and Table Islands, busied myself in repairing the Waist Boat.

Sunday Aug 20<sup>th</sup> 1865,

Light N.E. winds, and cloudy, with fog about one half the time or more, Employed in repairing the Waist Boat, where she was stove the other day by the Barre's breaking down, spoke Barnes Antelope, and Concordia, let the former have a Box of Coffee, Latter part very nearly calm and foggy, in the morning was close to the Barre's, Concordia, Crytall, and Antelope, came together about 9 A.M. and had a sort of business gam, let the latter Vessel have 7 Bbls of Beef, and 8 Bbls of Pork, and got from her a set of Iron Barre for our Waist Boat.



London. to Hudson Bay, in the Sch Cornelia,

Monday Aug 21<sup>st</sup> 1865,  
Light baffling winds, and foggy, Employed  
in repairing the Waist Boat. Suppose the  
Vessel to be about E. S. E, and distant, 10 or  
12 Miles from Depot Island. Weather part  
calm, clear, and foggy, by turns. Employed  
in rigging out Sails to the Waist Boat,  
Saw three Sails, also saw Depot Island,  
and Rocky Point, but no signs of  
Whales, neither do I expect to see any  
about here. although they say that they were  
plenty of them here, two, and three years ago

Tuesday Aug 22<sup>nd</sup> 1865,  
Light airs from the north, and pleasant,  
steering to the southward along the front  
Rocky Point. Employed in rigging out  
Sails to the waist Boat, at 6 P.M. was  
off Chesterfield Inlet. Weather part  
almost if not quite calm, at 9 1/2 A.M.,  
was about 5 Miles E. N. E. of Marble  
Island, lowered two Boats, and pulled into  
the shore, to have a look around the Rocks,  
for a Whale. Bark Arryapt near by us  
us all day.



# Journal of a Whaling Voyage, from New

Wednesday Aug 23<sup>d</sup> 1865,

Calm clear weather, two Boats of us in shore looking around the Rocks, also took a look into our old Winter Harbor, and most undoubtedly for the last time, as we intend to put off from here tomorrow, unless we see a Whale, and then is no hopes of that, at 3 or 4 P.M. light airs from the Southward, at 7<sup>1/2</sup> P.M. got on board, had not seen anything either from the Vessel or Boats, at 8 P.M. foggy, lay a back off the east end of the Island during the night, latter part fresh breezes from the Southward, and cloudy, with one or two smart showers of rain, run around under the north side of the Island and sent two Boats ashore after a couple of Casks of Water, Bark Orrytaft, got Water also, at noon was already to leave the Bay, the Bark Orrytaft a going to try and keep in company with us, this will be a drag to us as she is a very dull sailer, When we set down to dinner, we could say we had started, the Vessel heading about S.E. by the wind, by compass, with light winds from S.S.W. the Bark Orrytaft following in our wake



London, to Hudson Bay, in the *Sloop* *Cornelia*,

Thursday Aug 24<sup>th</sup> 1865;

Light winds from S. S. W. by compass, steering southeasterly by the wind. Bark Arrytaft following in our wake. Both of us bound out of the Bay, at 4 P.M. lost sight of Marble Island, bearing W. N. W. distant by estimation 11 or 12 miles. weather hazy, at 5 1/2 P.M. hove to for the Arrytaft to come up with us; wind very light and an ugly sea running, at 6 P.M. light airs from the westward and smoky, and at 7 P.M. thick fog, lowered down our mainsail and lay until 11 P.M. when we had light winds from E. S. E. set the mainsail again, and steered southeasterly by the wind, at 8 A.M. the fog cleared up and with a fresh breeze, found the Arrytaft close to us.

Lat by Obs. 64° 14' North,  
Long " Obs. 89° 48' West,

Friday Aug 25<sup>th</sup> 1865;

Strong easterly winds and clear. steering northeasterly by the wind. Employed in clearing up ship for a passage. Bark Arrytaft at 7 P.M. strong gales, and cloudy. steering southeasterly, by the wind. during the night lost run of the Arrytaft.



# Journal of a Whaling Voyage, from New

Saturday Aug 26<sup>th</sup> 1865.

Strong gales from N.E. to N. N.E. and cloudy  
steering easterly by the wind, under short sail  
latter part moderate breezes from the north,  
and pleasant, steering E. by S. by compass,  
Employed in scraping Bone.

Lat by Obs  $61^{\circ}28'$  North,  
Long " Chron  $87^{\circ}20'$  West.

Sunday Aug 27<sup>th</sup> 1865.

Light winds from N.W. to W. and pleasant,  
steering E. S. E. Employed in scraping Bone.

Lat by Obs  $61^{\circ}28'$  North,  
Long by Chron  $85^{\circ}48'$  West.

Monday Aug 28<sup>th</sup> 1865.

Calm, and cloudy, at 4 P.M. light winds from  
the north, steered E. by S. by S. Latter part  
light baffling winds from the northern  
board, with squalls of rain, steered from  
E. by S. to E. by N. with all sail set,  
Employed in scraping Bone.

Barb Whiptail in sight to windward

Lat by Obs  $61^{\circ}28'$  North,  
Long " Chron  $83^{\circ}31'$  West.



London, to Hudson Bay, in the Sch Cornelia.

Tuesday Aug 29<sup>th</sup> 1865,

Moderate ~~westerly~~<sup>northwesterly</sup> winds, and cloudy, steering  
E. N. E. by compass, Employed in ~~making~~<sup>skipping</sup> Bone  
Bark Orytaft in sight astern, had some  
light showers of rain,

Lat by Obs  $62^{\circ} 10'$  North  
Long. " Choo  $82^{\circ} 00'$  West

Wednesday Aug 30<sup>th</sup> 1865,

Moderate westerly winds, and clear, steered  
E. N. E. by compass, Employed in washing  
Bone, Bark Orytaft in sight astern,  
at 4 P.M. shortened sail to let her come up  
with us, the Coast of Southampton near  
Cape Kentroke in sight to the north,  
distant by estimation 25 miles, the land here  
is very high, and in clear weather may be  
seen a long ways, at 4 P.M. set a light  
for the Orytaft, and at 11 P.M. hove to bed, at  
3 A.M. steered E. by S. by compass under easy  
sail, at 4 1/2 A.M. made all sail, saw nothing  
of the Orytaft, at 6 A.M. steered E. S. E. and  
at 10 A.M. S. E. by E. by compass, latter part had  
fresh breezes from S. S. W. with fog squalls,

Lat by Obs  $62^{\circ} 52'$  North,  
Long. " Choo  $78^{\circ} 51'$  West.



# Journal of a Whaling Voyage, from New

Thursday Aug 31<sup>st</sup> 1865,

Light southerly winds, and pleasant, steering S. E. by E. by compass, at 11 P.M. made Diggs Islands bearing S. by E. true and about 3 P.M. made Nottingham Island bearing N. E. by N. true, the vessel rather nearest the former, both of these are very high islands, and when clear may be seen a great way off, at 6 P.M. calm, at 8 P.M. moderate easterly winds. Latter part strong breezes from E. S. E. beating eastward. between Diggs Islands, and Nottingham Island, at noon the latter bore N. by W true, distant 20 miles, Diggs Islands, Cape Wolstenholme, and Salisbury Island in sight.

Friday Aug 1<sup>st</sup> 1865,

Strong gales from E. S. E. and cloudy, beating eastward between Cape Wolstenholme, and Nottingham Island, at 3 P.M. reefed down, at 4 A.M. rainy, at 7 A.M. fair weather, and moderate winds, at 9 A.M. pleasant, Bark Arctapt in sight to leeward, beating up to us, we however lay by under short sail, as I suppose to pass off the time,



London, to Hudson Bay, in the Sch<sup>n</sup> Cornelia,

Saturday Sept 2<sup>d</sup> 1865,

Light winds from S.E. and pleasant, laying  
by under short sail, waiting for the Bark  
Orytaft to beat up to us, at 3 P.M. turned  
out our reefs, and stood back towards her  
at 8 P.M. spoke her, and then both steered  
S.E. by E. by compass, Cape Wolestenholm  
bearing South distant by estimation 30 miles,  
at 5 A.M. foggy, with moderate winds,  
just before the fog shut in, Charles Island  
(most northern part) bore S.S.E. by compass,  
distant estimation 18 or 20 miles, Bark  
Orytaft about  $\frac{3}{4}$  of a mile astern, Towards  
noon the fog became broken, set our topsails,

Sunday Sept 3<sup>d</sup> 1865,

Moderate winds from N. to N.W. and foggy, steering  
E.S.E. by compass, at 1 P.M. clear weather,  
at 2 P.M. steered S.E. Bark Orytaft in sight  
about 8 miles astern, at night she was out of  
sight, Middle and latter parts fresh breezes  
from N.W. with occasional fog squalls, the  
Land in sight on both sides the straits, steering  
S by E. by com. from 5 A.M. until noon run through  
scattering Ice, the remains of an old pack, at noon  
was about 35 miles to westward of Upper Savage Islands,



# Journal of a Whaling Voyage, from New

Monday Sept 4<sup>th</sup> 1863,  
Fresh breezes from N.W. and hazy, with an occasional fog squall. S by E. and S  $\frac{1}{2}$  E by compass, at 4 P.M. passed the upper Savage Islands at the distance of 20 miles, run through considerable scattering ice, until towards night, when we saw only an occasional piece. Latter part light winds, and pleasant, at 5 A.M. passed the Saddle Back Islands, and at 11 A.M. made the lower Savage Islands. Employed in drying Bone.

Lat by Obs  $61^{\circ}39'$  North,  
Long " Obs  $66^{\circ}42'$  West

Tuesday Sept 5<sup>th</sup> 1863,  
Light westerly winds, and pleasant. steering from S  $\frac{1}{2}$  E. to S. S.W. by compass. the land in sight to the north of us, at 3 P.M. made Resolution Island, and at 7 P.M. it bore S. E. by S. by Com (or E true) distant by estimation 30 miles, finished drying our Bone, middle very nearly calm, and cold, in the morning everything was covered with frost, and the frost made on the mens whiskers at the Masthead all day, at 8 A.M. light Easterly winds, steered by the wind,



London, to Hudson Bay, in the Scho Cornelia,

Wednesday Sept 6<sup>th</sup> 1865.

Fresh breeze from E. true, and cloudy with a short spell of fog, steering by the wind on different tacks, at 5 1/2 P.M. Resolution Island bore S. E. true, distant by estimation 14 miles, at 6 1/2 P.M. strong breezes, shortened sail, latter part more moderate, at 11 A.M. sighted Resolution bearing E. N. E. true distant by estimation 13 miles, wind at this time about E. S. E. true,

Thursday Sept 7<sup>th</sup> 1865.

Fresh breezes from E. S. E. and cloudy, steering by the wind on opposite tacks, at 6 P.M. wind S. E. true, steered E by S true course, (or S S E by com) set single reefed sails, middle, and latter parts light winds from E. S. E. to N. and pleasant, at 6 P.M. Resolution Island bore E by N true, 18 miles distant, at 4 A.M. fell in with a streak of scattering ice, and saw two Bergs, at 5 A.M. made the Button Islands, bearing about S. E. true, at 9 1/2 A.M. fell in with more scattering ice. but passed to the north of the most it, at noon was directly in the entrance of the Straits. Lat by Obs 61° 56' North, Long " 63° 03' West,



# Journal of a Whaling Voyage, from New

Friday Sept 8<sup>th</sup> 1865;

Light winds from the west, and pleasant, steering E. true, run through considerable scattering ice, until night, when we seemed to have passed it, at 6 P.M. was fairly out of Hudson Straits, Cape Churchill being to the S.W. and Resolution Island to the N.W. and both a good long way off, and as the night shut them from my view, I said to myself farewell you. Weather part cloudy, Unbent the cables, and stowed, and lashed the anchors.

Lat by Obs  $60^{\circ}50'$  North,  
Long "  $61^{\circ}38'$  West.

Saturday Sept 9<sup>th</sup> 1865;

Moderate winds from the west, and cloudy, with some fog, steering E. by S. and E. S. E. true, at 7 P.M. lowered down the Foresail, and Mainsail to keep them from thrashing off of her, at 6 A.M. set them again.

Lat by Obs  $60^{\circ}20'$  North,  
Long "  $58^{\circ}08'$  West.



London, to Hudson Bay, in the Scho Cornelia,

Sunday Sept 10<sup>th</sup> 1865,

Moderate winds from the west, and cloudy, steering  
E. by S. true. at 10 P.M. the wind veered to the South  
and brewed on gradually, at 3 A.M. passed a  
large Ice Berg, rather part, fresh gales, and  
squally, with rain, at 10 A.M. reefed down to it,

Monday Sept 11<sup>th</sup> 1865,

Fresh gales from the south, and squally, steering  
E. S. E. by the wind at 1<sup>1</sup>/<sub>2</sub> P.M. took the Bonnet  
out of the jib, at 4 P.M. and it began to mod-  
erate, and at 7<sup>1</sup>/<sub>2</sub> P.M. the wind veered to the  
westward, with squalls, and a heavy sea,  
rather part fair weather, except the squalls,

Lat by Obs 58° 48' North,  
Long " Obs 50° 38' West,

Tuesday Sept 12<sup>th</sup> 1865,

Moderate winds from W. to N.W. with fair  
weather, except an occasional squall, steering  
E. true, (or S. E. by compass) rather part fair,  
but there is still a large sea going.

Employed in breaking out provision, Water &c

Lat by Obs 58° 45' North,  
Long " Obs 47° 30' West,



# Journal of a Whaling Voyage, from New.

Wednesday Sept 13<sup>th</sup> 1865.

Slight airs going the entire 'round of the compass, with fair weather. Towards evening the wind settled in the N.E. & steered E by S true, at mid night fresh breezes from N, and cloudy, with squalls, at 7 A.M. steered S.E. true,

Thursday Sept 14<sup>th</sup> 1865.

Strong breezes from the north, with cloudy squally weather steering S.E. true, under all prudent sail. Latter part, clear weather saw a steamer steering westward,

Lat by Obs  $55^{\circ} 14'$  North,  
Long " Obs  $43^{\circ} 41'$  West.

Friday Sept 15<sup>th</sup> 1865.

Fresh breezes from N.W. with fair weather steering S.E. true. Middle part squally from the southward. Latter part wind slight from the west with clear weather the vessel going her course, with all sail set except the Foresail which I had in two or three hours, repairing it

Lat by Obs  $53^{\circ} 00'$  North,  
Long " Obs  $42^{\circ} 26'$  West.



London, to Hudson Bay, in the Ship Cornelia

Saturday Sept 16<sup>th</sup> 1865;

Light winds from S.W. to W.S.W. and pleasant.  
Steering S.E.C. true, at 4 P.M. cloudy, and  
squally looking weather, latter part fresh  
breezes from W. and squally,

Lat by Obs  $51^{\circ} 11'$  North,  
Long " Obs  $41^{\circ} 16'$  West,

Sunday Sept 17<sup>th</sup> 1865;

Light winds from W. and pleasant, steering  
S.S.W. by compass, saw a large screw steamer  
steering East, at 1 A.M. light winds from  
the southward and squally, latter part  
light northeasterly winds and pleasant,  
Saw a Bark, and Brig steering westward,

Lat by Obs  $49^{\circ} 44'$  north,

Monday Sept 18<sup>th</sup> 1865;

Light N.E. winds and pleasant, steering  
S.S.W. by compass, in the evening fresh  
breezes from the northward, and cloudy,  
latter part moderate winds from the  
westward. with cloudy, wild looking  
weather, and occasional squalls,



# Journal of a Whaling Voyage, from New

Tuesday Sept 19<sup>th</sup> 1868,

Fresh breezes from S.W. and squally, at 3 P.M. heavy gales, the ship hove to under close reefed Foresail & mainsail. This is the first time the former sail has ever had more than two reefs from us. Latter part clear, but blowing heavy.

Lat by Obs 47° 08' North,  
Long " 68° 38' 08' West

Wednesday Sept 20<sup>th</sup> 1868,

Heavy gales from S. with a slightly overcast sky, and the atmosphere filled with a grey mist. at 3 P.M. it blew very spitefully, the vessel laying to under close reefed sails. Split our reefed jib in taking it in about 4 P.M. at 8 P.M. the wind changed to the westward with rain squalls, and soon moderated at 4 A.M. were ship from the larboard, to the starboard tack with light winds from the N.W. and pleasant, except the large ugly sea.

Ship Marlborough, of Windsor. N.S. close by us all the latter part of the day, fitting steering apparatus, having carried away her Rudder Post.

Lat by Obs 46° 17' North,  
Long " 68° 37' 49' West.

Wednesday the 20<sup>th</sup> is left out here through mistake in copying from the log book

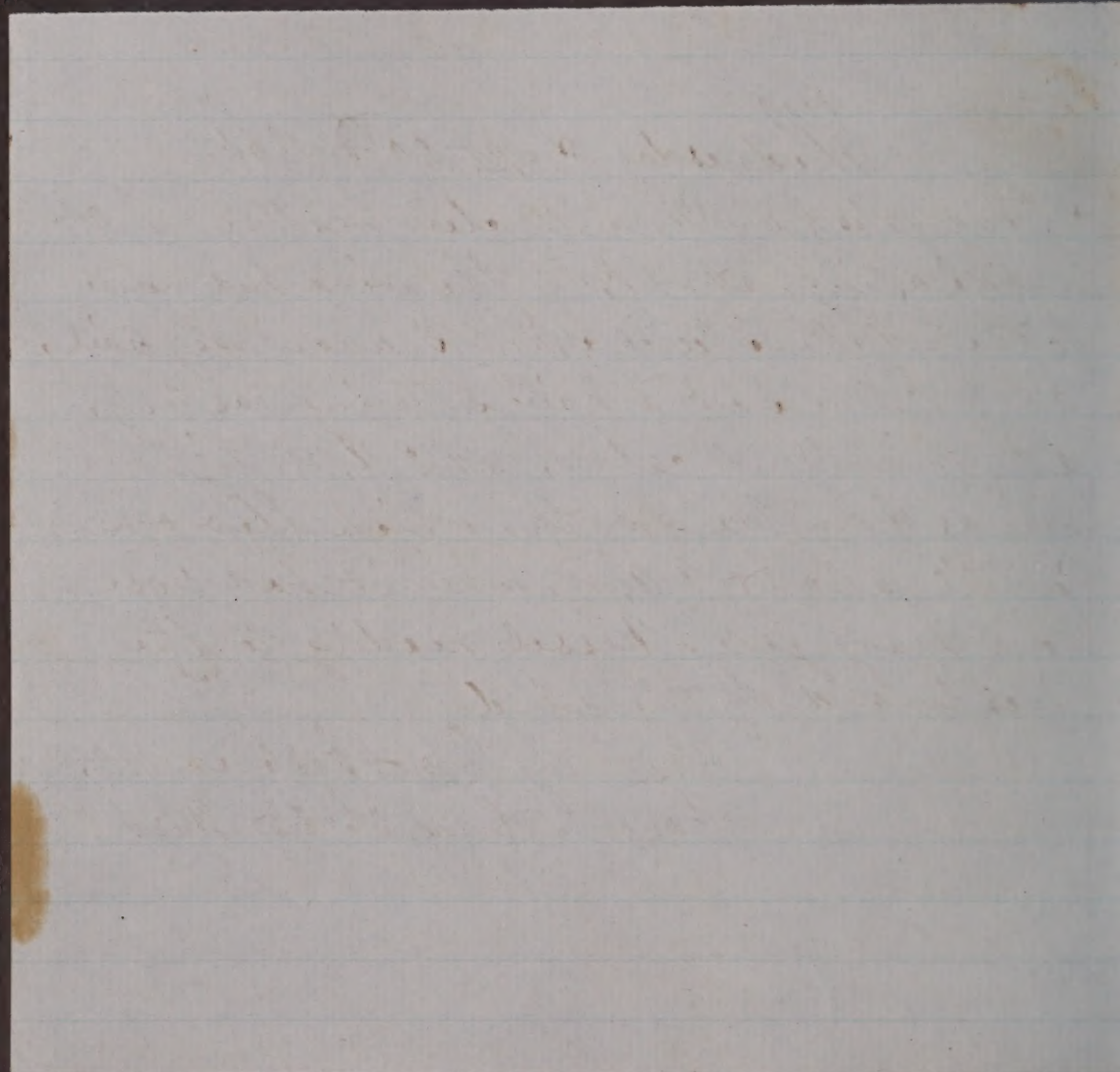


Wednesday Sept 20<sup>th</sup> 1865;

Strong gale from W. with lead weather, but moderating, at 4 P.M. the wind had veered to the N.W. Steered S.W. by S. under easy sail, at 8 P.M. saw a sail steering easterly, at midnight calm, at 2 A.M. light winds from the South, which blew on until about 9 A.M. when it had rose to a heavy gale. Vessel heading to the westward by the wind.

Lat by Obs.  $45^{\circ} 36'$  North,  
Long " Obs.  $36^{\circ} 35'$  West,







London, to Hudson Bay, in the Sloop *Cornelia*,

Friday Sept 22<sup>d</sup> 1865.

Light winds from W. and pleasant, steering to the southward by the wind, Ship *Mapleborough* of Windsor, close to us fitting her steering. (See yesterday) apparatus, at 1<sup>1</sup>/<sub>2</sub> P.M. she off to the eastward, at 3 P.M. wind S.W. at 4 P.M. tacked to the W.N.W. Latter part light airs, with rainy weather.

Saturday Sept. 23<sup>d</sup> 1865-

Very light baffling winds, with cloudy rainy weather, with fog by spells, working southwesterly, at 2 P.M. saw a ship steering to the eastward, and about 5 P.M. saw a Brig. but could not tell which way she was bound as it was a dead calm by this time, and we had a good part of our sails in to keep them from thrashing off of us, notwithstanding this is the smoothest day we have had since leaving Resolution Island, at 1 A.M. fresh breezes from S. steered W. by one, and W.N.W. by another compass, at 6 A.M. split the flying jib in a squall, at 8 A.M. light airs going round and round the compass, until noon, with constant rain, and almost as dark as night.



# Journal of a Whaling Voyage, from New

Sunday Sept 24<sup>th</sup> 1865.

Light N.E. winds, with constantly recurring rain squalls, steering W. by S. (true), at 3 P.M. strong breeze, at 5 P.M. single reefed the fore & main sail, double reefed the main sail, and took the bonnet out of the Jib. Latter part wind about N. N.E. steered W. S.W. at 8 A.M. passed in sight of two ships steering to the eastward.

Monday Sept 25<sup>th</sup> 1865.

Strong gales from N. N.E. and cloudy, with squalls, steering W. S.W. (true) at midnight it began to moderate, latter part moderate winds from N. and pleasant, saw a ship steering to the eastward. Lat by Obs  $44^{\circ} 53'$  North, Long " Obs  $46^{\circ} 08'$  West.

Tuesday Sept 26<sup>th</sup> 1865.

Light winds from N.E. to E. and pleasant, steering W. S.W. (true), at 4 P.M. saw a large screw steamer steering eastward. Latter part fresh breeze from S. saw a ship to the south steering eastward. Lat by Obs  $44^{\circ} 31'$  North, Long " Obs  $45^{\circ} 37'$  West.



London, to Hudson Bay, in the Scho Cornelia,

Wednesday Sept 27<sup>th</sup> 1865.  
Fresh breezes from S. and pleasant, steering  
W.S.W. saw a sail to the north steering to the  
eastward. Weather part light winds from S.E.  
with fog squalls, saw three fishing  
vessels, one of them at anchor, luffed to  
and cast our lines twice but without  
success, probably for the want of proper  
Bait Lat by Obs 43° 43' North,  
Long " Obs 50° 07' West

Thursday Sept 28<sup>th</sup> 1865.  
Light easterly winds, with squalls of fog  
and light rain steering from W.S.W. to W.  
Weather part thick fog, and light showers,

Friday Sept 29<sup>th</sup> 1865.  
Light N.E. winds with fog, and light  
squalls of rain, steering W. Weather part  
light northerly winds and pleasant,  
employed in fitting up the rigging,  
and washing ship.  
Lat by Obs 43° 40' North,  
Long " Obs 54° 19' West,



# Journal of a Whaling Voyage, from New

Saturday Sept 30<sup>th</sup> 1865.  
Very light airs from the north and east,  
with pleasant weather. Steering W. by S.  
Employed in fitting up rigging, and washing  
ship.  
Lat by Obs 43° 30' North.  
Long " Chro 54° 59' West.

Sunday Oct 1<sup>st</sup> 1865.  
Very light airs from the E and S. E.,  
with calm spells, and pleasant, steering  
W. by S. Latter part moderate winds.  
steady from the S. E. and pleasant.  
Lat. by Obs 43° 15' North.  
Long " Chro 56° 00' West.

Monday Oct 2<sup>d</sup> 1865.  
Moderate winds from S. E. and S. and pleasant  
steering W. by S. At 3 P.M. lowered a boat  
to speak a ship in hopes of getting some  
papers from the states, but found her to be  
Spanish Barge Gen Carlo. from Havana  
per St Johns. latter part light easterly  
winds and hazy. with rain squalls towards  
noon. in the morning commenced bunching  
our bone but to give it up on account of the rain.



London, to Hudson Bay, in the Sloop *Cornelia*,

Tuesday Oct 3<sup>rd</sup> 1865.

Moderate from E and N.E. with thick rainy weather, steering W. by S. at 6 P.M. double reefed the mainsail. for fear we should get along to fast. Middle part light winds from the N. and clear. to the W. N. W. with fog. latter very light air from the westward with spells of fog. but by noon had clear weather. A large ship in sight bound westward.

Lat by Obs  $42^{\circ}38'$  North  
Long "  $60^{\circ}00'$  West,

Wednesday Oct 4<sup>th</sup> 1865.

Very light air from the westward, and pleasant. two large ships in sight, one of them steering off to the east, the other steering by the wind. at 4 P.M. light air from the east, lowered a Boat. And spoke the ship we had seen steering towards us. for the purpose of getting some papers, found her to be a *St Johns* ship. from Boston for *St Johns*. but but Officer of the Boat forgot her name. latter part fresh breeze from N.E. and fair weather.

Lat by Obs  $42^{\circ}24'$  North,  
Long by Obs  $62^{\circ}18'$  West.



# Journal of a Whaling Voyage, from New

Thursday Oct 3<sup>rd</sup> 1865,

Light winds from the north, and pleasant steering W.S.W. at 3 P.M. the wind backed to the east and fell away nearly to a calm at 6 P.M. light winds from S.E. and cloudy with rain. at 11 P.M. saw a Barren and ship to the Southward steering westerly. at midnight fresh breezes from N.E. to N.N.E. and squally. latter part saw two Brigs standing to the northward by the wind.

Lat by Obs  $41^{\circ} 49'$  North,

Friday Oct 6<sup>th</sup> 1865,

Fresh gales from N.N.E. to N. and cloudy squally weather. steering W. by S. by E. Middle part strong gales. with rain squalls. latter part fresh breezes from N.W. and clear. steering W. by S. and W.S.W. by the. And as the wind had pinched us a little. so had the faces of all lengthened in proportion. for the the wind stood as in the first part of the day we should of been home tomorrow.

Lat by Obs  $40^{\circ} 51'$  North,

Long " Obs  $68^{\circ} 21'$  West.



London, to Hudson Bay, in the Sch. Cornelia,

Saturday Oct 7<sup>th</sup> 1866;

Fresh breezes from N.W. nearly, and pleasant,  
steering W. by S. or W. by S. & S. by the wind,  
finished beaching our Boats, and sent  
the cuttingendants, having now given  
up all hopes of getting any more oil this  
voyage. Latter part moderate winds from  
W. N.W. steering southwesterly by the wind,  
at 9<sup>h</sup> A.M. tacked to the north, saw  
four sails, all apparently bound eastward,

Lat by Obs  $39^{\circ} 53'$  North,  
Long " Obs  $69^{\circ} 11'$  West,

Sunday Oct 8<sup>th</sup> 1866;

Fresh breezes from the W. N.W. and pleasant,  
steering to the northward by the wind, at  
11 P.M. tacked to the southward, latter  
part light airs from the westward a part of  
the time on one tack, and a part of time  
on the other, saw a large ship bound  
westward, and three large steamers  
going east, one of the latter, the British  
Steamer Virginia of Liverpool, and spoke  
with one of our boats, and yesterday (Saturday)  
New York Herald, Lat by Obs  $40^{\circ} 33'$  North,  
Long " Obs  $69^{\circ} 52'$  West,



# Journal of a Whaling Voyage, from New

Monday Oct 9<sup>th</sup> 1865;

Very light winds from the western board and pleasant, steering by the wind on four hour tacks, saw several sail vessels, and three Steamers, some of them bound west and some eastward.

Just after breakfast tied White up to the main rigging, but had got him made fast, when the Capt altered his mind, and had him put in Irons, this was done as punishment, for taking the Cooks axe to strike James Lewis with, exactly how the fray commenced I do not know, but when I first saw it, White and Lewis seemed to be in a sort of clinch, and I told them to stop, but they paid no attention, and just at this time I discovered the axe between them both having hold of it, I then hastened forward forward, to where they were, caught hold of the axe, and told them to let go, but they would not, Lewis saying that White would strike him with it, and was determined to get the axe into his possession and strike him, saying he would kill the damned Nigger, at this I struck White too

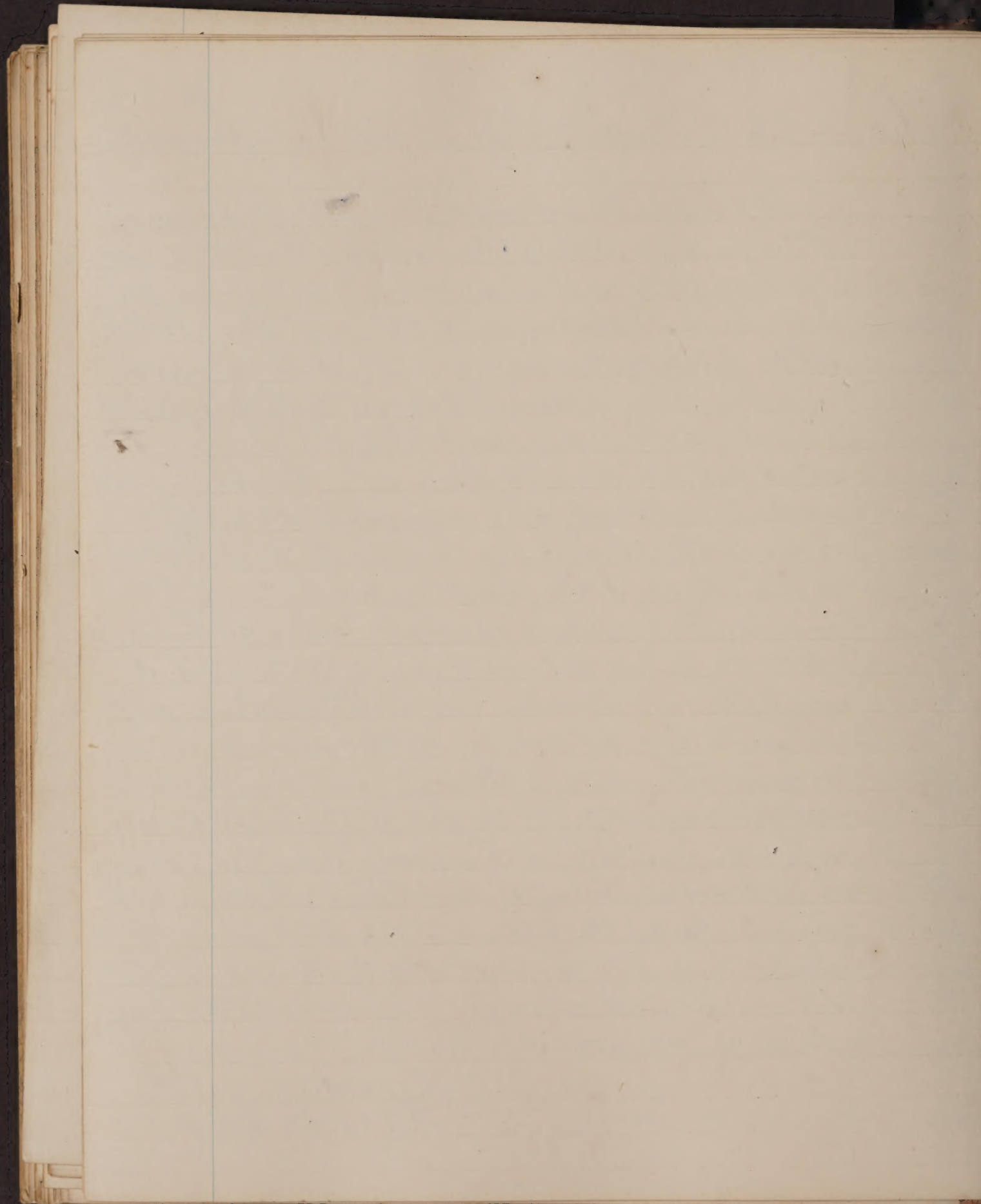


London, to Hudson Bay, in the Sloop *Cornelia*,

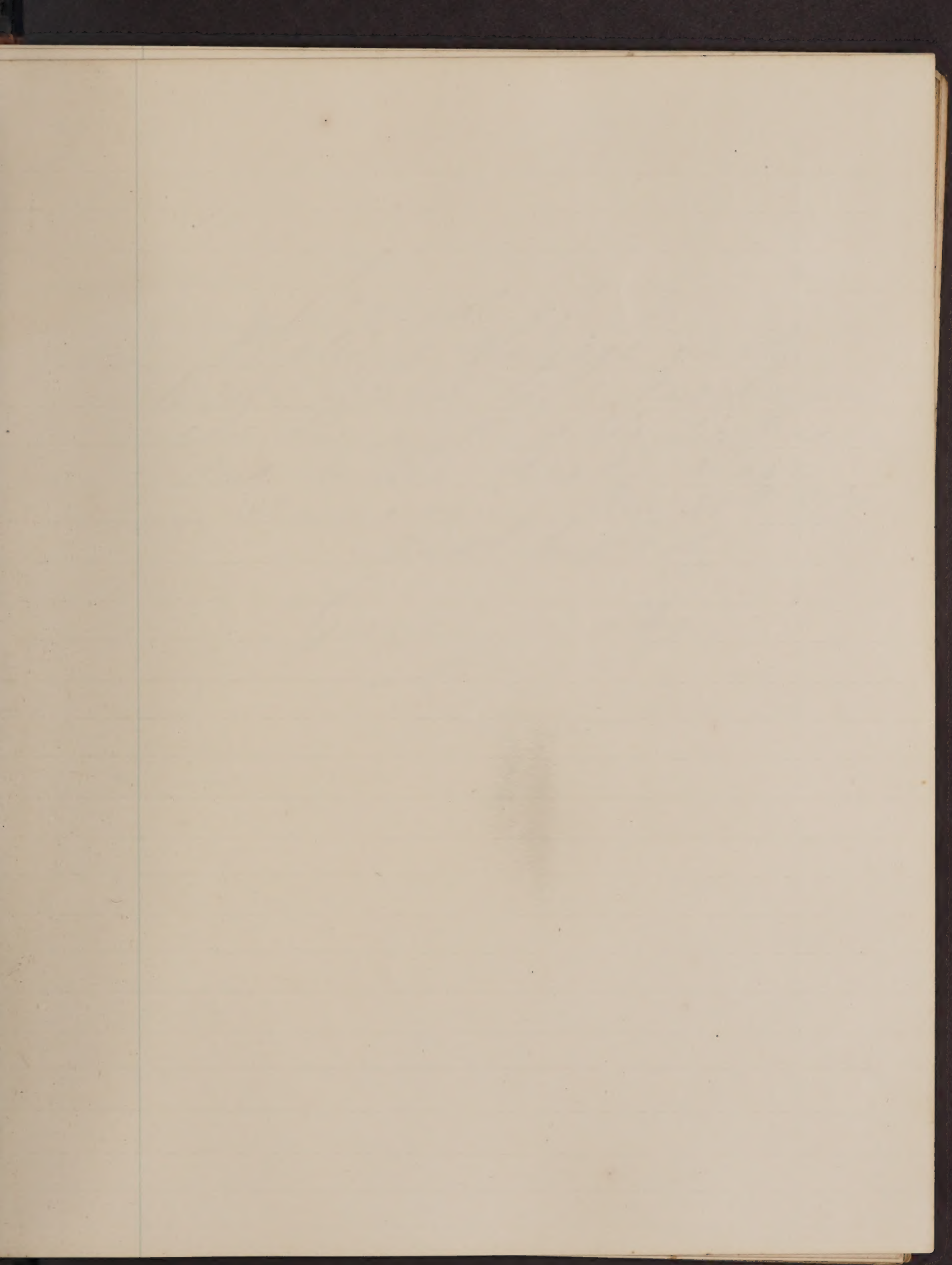
light blows with my right fist. changed hands on the axe, and struck Lewis two like blows with my left fist, whereupon Lewis let go of the axe, and stepped out of the way, but White still held to the axe, until I threatened to strike him again, when he let go, saying he would kill the damned niger. I him ~~then~~ stop his noise, and him and Lewis, to both go to Mast head, Lewis forward, and White to the Main, Lewis went up, but White refused to go, I then took hold of him, to take him aft, but he held back, and said he wanted to go below for his coat, this I would not let him do, and took him aft, he swearing, he would not go aloft for me, or any other man, and cautioned me to look out for myself, if he got a chance at me, what he meant by it I can only surmise, when I had got him aft, the Capt who had seen more or less of the affray, said that going to Mast head was too good, and told me to tie him up, but changed his mind and had him put into Irons,

Lat by Obs  $48^{\circ}28'$  North,  
Long " Obs  $70^{\circ}18'$  West.

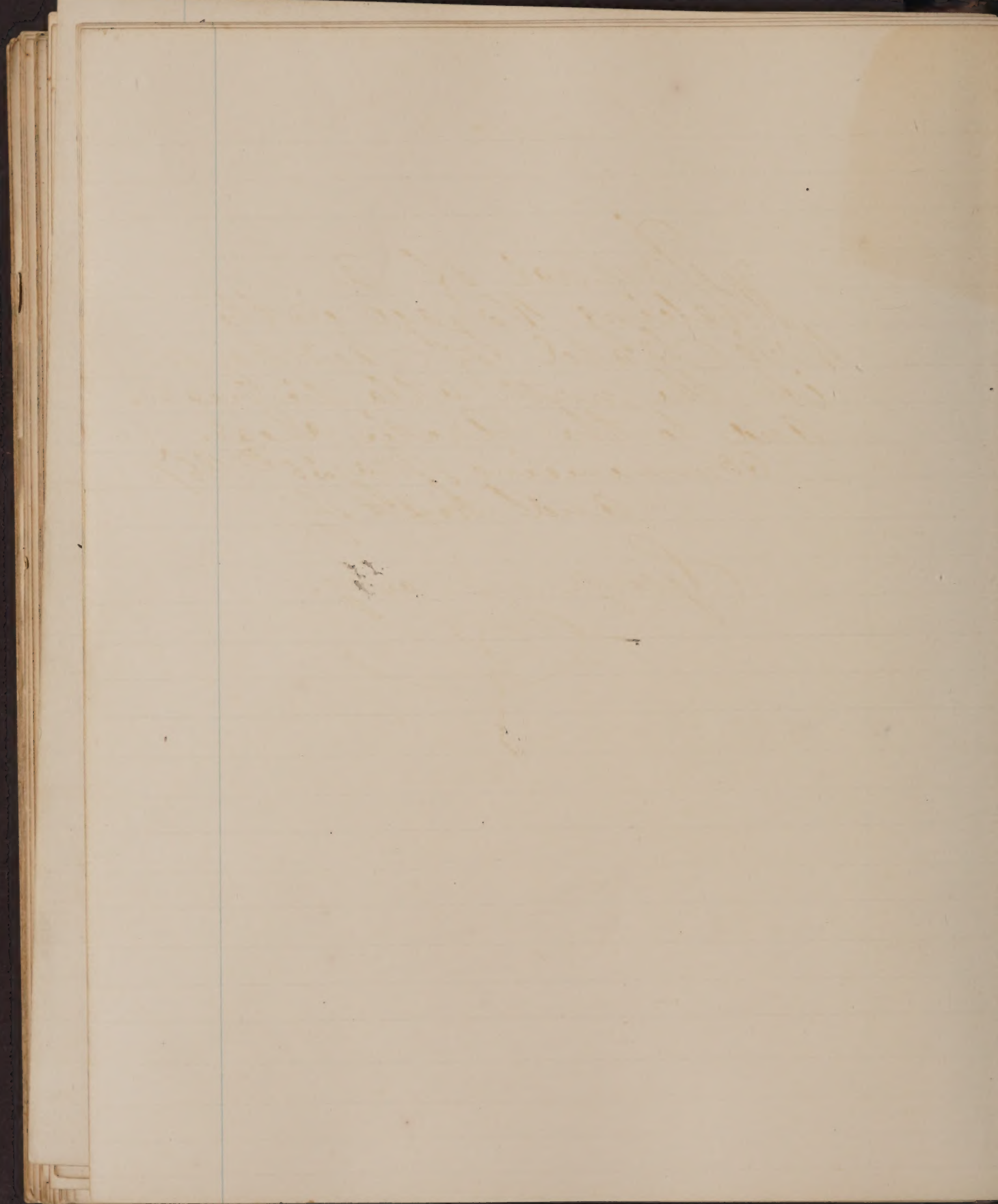








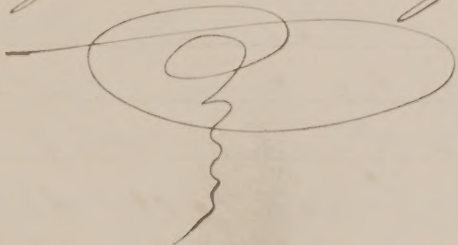






Journal of a  
Polarizing Voyage in the  
brig Seabel of New London  
in the north Atlantic Ocean,  
and to the Arctic Seas,  
Commencing May 25<sup>th</sup> 1867,  
and kept by

George W. Bailey,





# Getting to Sea in the Brig Isabella.

Saturday May 25<sup>th</sup> 1867.

At about 11 A.M., all hands were on board got underway with light airs from the South, and worked seaward, at 2 P.M. got out of the River, at 8 P.M. passed through the Race, but taking wind from the S.E. and soon after a head tide with signs of thick weather, I thought best to put back, and did so, at 11 P.M. rainy weather.

Sunday May 26<sup>th</sup> 1867.

Fresh gales from S.E. and rain, at 1 A.M. came to anchor off New London Light where I lay all day, right in sight of home, but no one went on shore.

Monday May 27<sup>th</sup> 1867.

Light N.W. winds, and pleasant, at 5 A.M. got underway for sea again, in the afternoon light S.W. winds. Towards evening mustered all hands to choose watches, and found three men missing, whose names were on the shipping articles at the time of



Out to sea in the Brig Isabela.

clearing, ~~Viz.~~ Charles Menis, Thomas Daly,  
and John Brunnan, at 9 P.M. had left  
Mountain Point out of sight to the  
N.W.W. steered S.S.E.

Tuesday May 28<sup>th</sup> 1867.  
Very nearly calm, and pleasant, until  
evening, when we were covered with fog  
and rain, and some little wind from S.W.

Wednesday May 29<sup>th</sup> 1867.  
Calm, and foggy all day.

Thursday May 30<sup>th</sup> 1867.  
Calm, and foggy all day, saw a  
school of Black Fish,

Friday May 31<sup>st</sup> 1867.  
Calm, and foggy until about noon  
when the wind began to break up from N.W.  
at 8 P.M. double reefed, steering S.E.

Saturday June 1<sup>st</sup> 1867.  
Strong gales from N.W. and rather cloudy,  
steering E.S.E. Lat 37° 25' north,  
Long 67° 53' West,



Atlantic Ocean  
Brig Isabela, cruising in the North

Sunday June 2<sup>d</sup> 1867,  
Had the wind moderate from W. N. W.  
to S. W. and pleasant, but for the best part  
of the day it has been calm.

Lat by Obs  $35^{\circ}45'$  N. Long by Chro  $63^{\circ}55'$  W.

Monday June 3<sup>d</sup> 1867.  
Wind from S. W. and light, to the S and  
strong, with clear weather, steered E. N. E.  
Lat by Obs  $38^{\circ}50'$  N. Long  $62^{\circ}11'$  W.

Tuesday June 4<sup>th</sup> 1867.  
Fresh gales from the southward, weather  
clear, steered E. N. E.  
Lat by Obs  $39^{\circ}38'$  N. Long by Chro  $58^{\circ}29'$  W.

Wednesday June 5<sup>th</sup> 1867  
Strong breezes from the southward and  
cloudy, at 3 P. M. light rain and fog.

Thursday June 6<sup>th</sup> 1867.  
Fresh gales from the southward, with  
rain, at 7 A. M. the wind fell off to a  
calm, but soon after had light winds  
from the western board, and fine weather,  
Lat  $39^{\circ}30'$  N. Long  $53^{\circ}06'$  West.



# Cruising in the North Atlantic Ocean

Friday June 7<sup>th</sup> 1867.

Moderate westerly winds and pleasant.  
Steering eastward.

Saturday June 8<sup>th</sup> 1867.

Fresh breezes from the northern land  
with rain squalls. Steer southeasterly.

Sunday June 9<sup>th</sup> 1867.

Light northerly winds and pleasant.  
Steering easterly. Latter part calm.

Lat by Obs 38° 28' North.  
Long. Chron 48° 04' West.

Monday June 10<sup>th</sup> 1867.

Strong gales, beginning from the N.E.,  
and going interely around the compass.  
the weather thick, and rainy.

Tuesday June 11<sup>th</sup> 1867.

Strong gales from the S.E. to S.W.  
and W. Towards evening calm,  
but soon after had strong gales  
from the eastward with abundance  
of rain.

Lat. by Obs 38° 24' North.  
Long. Chron 46° 57' West.



Brig Isabella, Cruising for Sperm Whales.

Wednesday June 12<sup>th</sup> 1867,  
Strong gales from the N. with rain  
steering S. at 5 P.M. nearly calm,  
at 6 P.M. light baffling winds  
from the Southward, and a fearful  
sea, at 7 P.M. very heavy gales from  
the north, the wind coming around  
suddenly in a squall, stood before  
it under bare poles, at midnight  
were moderate.

Thursday June 13<sup>th</sup> 1867,  
Strong gales from N. to N.W. steering  
S under bare poles, at 7 A.M. set  
close reefed to sail, and foresail,  
the sky clear, and the sun out pleasantly  
Lat by Obs 35.04 North,  
Long " Obs 46.28 West.

Friday June 14<sup>th</sup> 1867,  
Light northerly winds, and pleasant,  
steering South. just at sun down  
fell in with a schooner's mainmast  
hauled it alongside, and cut in 34 ft  
of it, the spar was perfect, above where



Brig Isabella cruising for Sperm Whales.

it was broken off, which was by the deck  
the rigging was all off it. I also saved  
4 four hoops which was still on the mast  
and all the Iron work at the masthead,  
it of been the mainmast of a fore and  
aft Vessel of 200 Tons, (old measurement)  
or upwards.

Lat by Obs  $33^{\circ}48'N$ , Long  $46^{\circ}04'West$

Saturday June 15<sup>th</sup> 1867,

Light northerly winds, and pleasant,  
steering South very nearly,

Lat by Obs  $33^{\circ}01'N$ , Long  $46^{\circ}12'West$ ,

Sunday June 16<sup>th</sup> 1867,

Fresh breeze from the eastward, and  
pleasant, steering South, at 7 am,  
steered W. at noon S.W. saw a Brig  
steering to the north by the wind, at 1 P.m.  
dropped down two Boats for 3 or 4 Black  
Fish, and cow Fish, but soon took them  
up again as there was no chance  
of keeping up with them, they  
were going at full speed

Lat by Obs  $31^{\circ}49'North$   
Long by Obs  $47^{\circ}09'West$ .



Brig *Isabella*, cruising for Sperm Whales

Monday June 17<sup>th</sup> 1863,  
Light northeasterly winds, and clear  
weather, cruising to the S.W. days,  
and laying aback nights.  
Lat by Obs  $31^{\circ}30'$  N Long  $47^{\circ}14'W$ ,

Tuesday June 18<sup>th</sup> 1863,  
Light easterly winds, and clear weather  
cruised to the S.W. laying aback nights.  
The cook off duty sick.  
Lat  $31^{\circ}06'$  North,

Wednesday June 19<sup>th</sup> 1863,  
Light airs from the eastward, and  
pleasant, cruising to the South west  
through the day, and laying by nights.  
Lat  $30^{\circ}20'$  N, Long  $48^{\circ}43'W$ .

Thursday June 20<sup>th</sup> 1863,  
Light easterly winds, and pleasant, cruised  
to the westward, laying by nights.  
Lat  $30^{\circ}10'$  N Long  $49^{\circ}30'$  West

Friday June 21<sup>st</sup> 1863,  
Light winds and clear weather,  
Lat  $30^{\circ}49'$  N, Long  $50^{\circ}20'$  West.



Brig Isabella, cruising for Sperm Oil,

Saturday June 22<sup>nd</sup> 1867,  
Very light winds from E, S, E. cruised north  
easterly by the wind, laying by night.  
Lat 31° 44 North, Long 50° 46 West,

Sunday June 23<sup>rd</sup> 1867,  
Light airs from the easterboard, and  
calm spells. Cruised to the N. E.  
Lat 32° 04 N. Long 50° 27 West,

Monday June 24<sup>th</sup> 1867,  
Very light and happing winds, with  
clear weather. Thermometer at 106,  
cruised N. westerly,  
Lat 32° 10 N. Long 50° 57 West,

Tuesday June 25<sup>th</sup> 1867,  
Light winds from the South and Squally,  
at 10 a.m. pleasant, steered to E, S, E.  
Lat 31° 45 N. Long 49° 53 West,

Wednesday June 26<sup>th</sup> 1867,  
Fresh southeasterly winds, and hazy,  
cruised southeasterly, laying by night.  
Lat by Obs 31° 00 North,  
Long " (Chro) 47° 45 West,



Brigabella, Cruising, for Sperm Oil

Thursday June 27<sup>th</sup> 1867.

Light southwesterly winds, and pleasant  
Cruised southeasterly, Laying by night  
Lat 30° 34' N. Long 47° 13' West,

Friday June 28<sup>th</sup> 1867.

Fresh breeze, and cloudy hazy weather,  
Cruised to the eastward

Saturday June 29<sup>th</sup> 1867.

Light winds from from the eastward,  
" though a good of the day it was calm.  
Lat 31° 20' N. Long 48° 25' W.

Sunday June 30<sup>th</sup> 1867.

Calm, and pleasant, towards noon  
had a light air from the S.W. cruised  
to the S.E. Laying back during the night  
Lat 31° 20' N. Long 48° 06' W.

Monday July 1<sup>st</sup> 1867.

Pleasant breeze from S.W. fine  
weather, cruised to the E.S.E. laying  
aback during the night.

Lat by Obs 31° 05' North.  
Long " (Chro) 47° 11' 30" West.



Brig Isabella, Cruising, for Sperm Oil,

Tuesday July 2<sup>d</sup> 1867.  
Light S.W. winds, and pleasant, cruised  
by the wind, part of the time on one  
tack and then on the other,

Wednesday July 3<sup>d</sup> 1867.  
Moderate south west winds, and pleasant  
cruised to the W.N.W. laying by night  
Lat 31° 27' North, Long 47° 35' West.

Thursday, July 4<sup>th</sup> 1867.  
Light S.W. winds, and ~~pleasant~~, squally  
cruising to the W.N.W. and N.

Friday July 5<sup>th</sup> 1867.  
Moderate S.W. winds, and pleasant  
steering N. by E. at 3 P.M. N.E. by E.  
Lat 33° 19' N. - Long 48° 38' W.

Saturday July 6<sup>th</sup> 1867.  
Light - winds from the west and north  
and squally, at 8 P.M. the wind had  
got around to the N.E. and about  
10 P.M. it cleared up.  
Lat by Obs 34° 20' North,  
Long " " 46° 19' West.



Bay,  
Brig Isabella, cruising towards Hudson

Sunday July 7<sup>th</sup> 1867,  
Light winds from N.E. to E.S.E.  
Steering Northeasterly by the wind  
Lat 35° 28' N. Long 46° 16' W.

Monday July 8<sup>th</sup> 1867,  
Fresh breeze from E.S.E. to S.W. and pleasant,  
at 2 P.M. thin weather with squalls  
shifted our sails to day for our cruise  
to the North, saw two Whalers, but  
had no chance to speak them,  
Lat 37° 00' North, Long by acct 44° 40' W.

Tuesday July 9<sup>th</sup> 1867,  
Fresh breeze from S.W. and W. and squally,  
steering N.E. latter part pleasant,  
Lat 38° 46' N. Long 42° 57' W.

Wednesday July 10<sup>th</sup> 1867,  
Light airs from the westward  
and pleasant, steering N. at 6 A.M.  
very nearly calm, after Breakfast  
sent a Boat on board of the Bark  
Janette of Matapoisett, which was some  
four miles off, with Letters. She was



Brig Isabella, cruising towards Hudson Bay,

seven months out, with 40<sup>bls</sup> S. Oil,  
and bound to Flores, with five men  
down with the Scurvy, had very little  
wind for the rest of the day.

Lat 39° 30' N. Long 43° 00' W.

Thursday July 11<sup>th</sup> 1867,

Very light airs from E. S. and western boards  
with fog, and rain steering N. and got  
the one half of the time it was calm,  
at 10 A.M. pleasant. at 3 P.M. picked  
up a piece of Yellow Pine Timber 64 ft  
Long, and 16 in by 12 in. also caught 8 large  
Dolphin. and a large Fish I called a  
Spanish Mackerel. Thermometer 113 in the sun

Lat 40° 00' N. Long by Acc 43° 00' West.

Friday July 12<sup>th</sup> 1867,

Light airs from the Southward, and  
pleasant. steering S by W. 1/2 W.

at 3 P.M. Light westerly winds.  
Employed in working up the timber  
I picked up yesterday.

Thermometer at 114 in the sun.

Lat by Obs 40° 55' North.  
Long " Obs 43° 15' West.



Brig Isabella, bound for Hudson Bay

Saturday July 13<sup>th</sup> 1867,  
Light westerly winds, and pleasant,  
except an occasional rain, or fog squall,  
steering northwesterly by the wind,  
Lat 42° 35' N. Long 43° 24' West.

Sunday July 14<sup>th</sup> 1867,  
Pleasant breezes from N.E.W. and W. with  
with thick fog the most of the day,  
and some light rain, steering N.W.  
by N. with all possible sail set  
Saw ten Back Whales, Killers, and  
Porpoises, struck and lost one of the latter.

Monday July 15<sup>th</sup> 1867,  
Fresh breezes from E.W. to W. by S, steering  
with a dense fog, and occasionally a little  
rain, steering N.W. by N. 1/2 N. towards  
night moderate winds, and at 10 P.M. calms,

Tuesday July 16<sup>th</sup> 1867,  
Light northerly winds and rainy weather  
steering about E.N.E. by the winds, at 7  
A.M. tack to the W.N.W. by 8 or 9 A.M. fair  
weather, headed from W.N.W. to N.W. throughout  
the day.  
Lat by Obs 47° 47' North,  
Long " " 46° 55' West.



at noon passed  
a large ice berg,  
narrowly estimated  
from 80 to 100 feet  
high. I called it 40 feet

Isabella, bound for Hudson Bay.

Wednesday July 17<sup>th</sup> 1867.

Fresh breezes from S very nearly, and hazy  
cloudy weather. Steering about W. N. W. by the wind  
but the wind soon veered to S. N. E. and S. E.  
steered northwesterly by the wind. saw a  
ship standing to the S. W.

Lat 49° 04' N. Long 48° 44' West.

Thursday July 18<sup>th</sup> 1867.

Fresh breezes from S. N. E. steering northwesterly  
by the wind. latter part light airs and at  
last calm. at 6 P. M. lowered down and exer-  
cised the boats crews, also picked up a drift stick  
Lat by acct 50° 15' N. Long by acct 59° 12' West.

Friday July 19<sup>th</sup> 1867.

Very light southerly winds, with fog the  
most of the time. steering S. W. by S.  
Lat 51° 03' N. Long 51° 32' West.

Saturday July 20<sup>th</sup> 1867.

Very light airs from the western and  
northern boards, and half clear half foggy  
weather, steering northwesterly, to northeasterly by  
the wind. at noon wind about S. W. steered N. W. W.  
Lat 51° 44' N. Long 51° 42' W.



Brig Isabella, bound for Hudson Bay.

Sunday July 21<sup>st</sup> 1867.

Strong breezes from S.W. with clear weather.  
Steering N.N.W. at 4 a.m. the wind  
changed suddenly to S.W. and N.N.W.  
steered northeasterly by the wind, at  
this time there was one large Ice Berg  
and several smaller ones in sight  
at 7 a.m. thick fog, towards noon  
it cleared up a little. at 2 P.M. had  
all the light sails, tacken to the  
westward, at 5 P.M. moderated,  
and we set part of the light sails  
wind about N.  
Lat 53° 45' N. Long 51° 54' West.

Monday July 22<sup>nd</sup> 1867.

Very light air from the northwestern  
board, and cloudy, steering westerly by  
the wind. Rather fresh gales from  
S.E. and cloudy squally weather  
have seen numerous Ice Bergs. all  
the day, several being in sight at  
a time, and some of them very large.  
Lat 54° 17' N. Long 53° 19' West.  
at 8 P.M. double reefed.



Brig Isabella, bound for Hudson Bay,

Tuesday July 23<sup>d</sup> 1867.

Strong gales from S.E. with rain, and fog. Steering N.W. by N. true, or N<sup>2</sup>E by compass, at 6 A.M. moderate breezes, and fair weather. Set all drawing sail at 7 A.M. seemed to be passed by the Berge, as we saw none after this time during the day. Latter part of the day pleasant, wind light from S. to S.E.

I find  $4\frac{1}{2}$  instead of 4 Points variation here. Lat by Obs  $56^{\circ}00'$  N. Long by Chron  $55^{\circ}08'$  W.

Wednesday July 24<sup>th</sup> 1867.

Light breezes from S.E. to W. with cloudy weather, and towards evening, with the wind from S.W. had fog. Steering N.W. by N. or N.W.  $\frac{1}{2}$  S. Barometer at  $28\frac{3}{10}$ , which is very low for it. Lat by Acct  $57^{\circ}28'$  N. Long by Chron  $56^{\circ}58'$  W.

Thursday July 25<sup>th</sup> 1867.

Light winds from the northeastern board, and hazy cloudy weather. Steering northwesterly by the wind, and at noon about calm towards evening moderate winds from the north with rain, which soon bent to the S.E. and very light stern N.W. Lat.  $58^{\circ}45'$  N.



Brig Isabella, bound to Hudson Bay,

Friday July 26<sup>th</sup> 1867,

Light winds varying from S.E. to S.W. and W. some of the time very nearly calm with some clear, and some light rainy weather, sailed through scattering ice by spells all day, and from 3 or 4 to 12 or 15 Ice Bergs in sight throughout the day. Lat 59° 38' N. Long 59° 39' West.

Saturday July 27<sup>th</sup> 1867,

Light winds from the Southern, and western boards, with changeable weather, steering S.W. the most of the time passed by a number of Ice Bergs, and through considerable small ice, which however was very well scattered, at 8 A.M. made the land to the westward, distant about 30 miles,

Got good ~~other~~ observations, to day and also Chronometer 2° 34' out of the way, the putting me that much to westward,

Lat by obs 60° 33' N. Long by Obs 60° 59' W.  
Long true 63° 33' W.

At 7 P.M. fell in with the Pack, and steered to the N. and E. along it.

At midnight very nearly calm, here slack



Brig Isabella, entering Hudson Straits

Sunday July 28<sup>th</sup> 1867,

Light winds from the southern board, with dull cloudy weather, and some, lay aback on the edge of the Pack until 5 A.M., when it was clear enough to have a pretty good look at the Ice, at 6 A.M., shaped my course into the Straits, through the Pack it being good sailing Ice, towards noon found it heavier, but still with a good breeze, we could of made good headway, as it was, we made little or no progress, in the afternoon got entirely beset for a while, then steered to N.E. through Ice for clear water, intending to get a little farther north, before taking the heavy Ice,

at noon the Button Islands bore N.S.W. distant from 15 to 20 miles, at 2 P.M. had a glimpse of Resolution Island bearing N.N.W. Lat 61° 01' N.

At 10 P.M. worked out of the Ice, worked to the north



Brig Isabella, entering Hudson Straits.

Monday July 29<sup>th</sup> 1863,  
Light winds from the S.W. steering  
N.W. at 9 a.m. made Resolution  
Island. Steered W. N.W. at 3 P.m.  
Passed Cape West. & Point of Res. Is.  
at 4 P.m. light air from E. and at 5  
P.m. calm, light winds from W. N.W.  
steered S.W. by the wind, about 9 P.m. fell  
in with the Pack Ice and tacked to the  
N. thick fog, at midnight the fog  
partially cleared off.

Lat 61°24' N. Long 65°19' West.

Tuesday July 30<sup>th</sup> 1863,  
Light winds from the western board  
and shrokey foggy. Towards noon  
it cleared up in streaks. Saw land  
to the S.E. which I suppose to be  
the south end of Resolution Island  
but subsequently found by my boat  
of of been the Button Islands.  
having lost ground during the night  
instead of gaining any. worked through  
a broken Pack all day, in which it  
is difficult getting to windward,  
in afternoon strong breezes.



Brig Isabella, working up Hudson Straits,  
and heavy ice, with thick fog,  
Lat at noon  $61^{\circ}12' N$ ,  
at 8 P.M. it came off clear of a sudden.

Wednesday July 31<sup>st</sup> 1869,  
Very light air from S.W. and thick fog  
steering W.N.W. (between 1 and 2 A.M. had a  
light easterly wind) at 8 A.M. Calm, and  
at 9 A.M. light easterly winds, steered  
N.W. through the ice, but had no  
difficulty, at 11 A.M. saw again to the N.E.  
"Rush our crews nests aloft,

Lat  $61^{\circ}32' N$  Long  $67^{\circ}12' West$ ,  
in the afternoon got clear of the ice  
inshore, at the distance from land of  
about 15 miles, at 7 A.M. were off the  
Middle Savage Islands, the land in  
sight all along the starboard beam,  
"winds light, and weather half rainy  
steering W.N.W. at 9 P.M. calm  
and rainy, at 11 1/2 P.M. the wind  
came out from the N.W. with fog  
but very light.



Brig Isabella, working up Hudson Straits

Thursday Aug 1<sup>st</sup> 1867.  
Light winds from W. & N.W. with rain and fog  
at 7 A.M. fresh breezes, at 8 fair  
weather at 10 A.M. clear weather, at  
1 P.M. strong gales with fog by spells  
took in the light sails, steered by the  
wind, on different tacks, standing  
close in to the north shore and off.  
At noon Saddle Back Island bore  
about E. S. E. distant by estimation  
20 miles. Lat by Obs 62° 09' North  
Long by Obs 68° 17' West.  
Towards evening fair weather, at P.M. thick  
fog again, and a good deal of ice.

Friday Aug 2<sup>d</sup> 1867.  
Light westerly winds, after about  
4 A.M. and fine clear weather, beat  
to windward along the north shore of the  
Straits and across North Bay to the  
Upper Savage Islands, found north  
Bay full of ice, and a good deal  
of ice off shore. Berge have at all  
times been quite plenty, but not so  
much so today.  
at 10 A.M. Lat 62° 14' N. Long 68° 45' W.



Brig Isabella, working up Hudson Straits

Saturday, Aug 3<sup>rd</sup> 1869,  
Light variable winds, and pleasant,  
steering by the wind on either tack as it  
the wind favored us, about 8 a.m. a light  
steady breeze from the E. S. E. steered our  
course up the Straits through leads in  
the Ice until about 1 1/2 P.M. when  
we were beset, after which time we  
crowded and worked along very slowly,  
at this time had a pleasant breeze and  
a very clear sky for this part of the  
world. The Land on both sides of  
the Straits very plainly in sight,  
the North Shore distant about 15 miles  
Lat at 10 A.M. 62° 18' N. Long 70° 57' West.  
at 10 P.M. gave up work for the time  
and clewed up everything, furling the  
light sails, with strong gales,  
at 11 P.M. the Ice began to slack, got  
before the wind under bare poles and  
made considerable headway, on her  
course S. W. by W.  
The Ice here has been by the appearance  
almost if not quite half covered  
with ~~Ice~~ Walrus, and that  
to quite recently.



Brig Isabella, working up Hudson Straits

Sunday Aug 4<sup>th</sup> 1867.  
Strong gales from E.S.E. very nearly,  
and cloudy weather, steering N.W. by N  
through the Ice, sometimes very thick, and  
at others a little a little open, at 2 P.M.  
at 4 A.M. made sail, at 3 P.M. struck  
which at 4 P.M. carried out into clear  
water, and was soon out of sight of  
the Ice altogether, steering N.W. by N,  
under a good press of sail, at 8 P.M. some  
pretty stiff squalls, and at 9 P.M. distant  
thunder, and lightning, at 10 P.M. the  
began wind began to veer to Southward  
with rain squalls, and moderate,  
Set 62° 52' N. Long 72° 22' West,

Monday Aug 5<sup>th</sup> 1867.  
Moderate breezes from S. to S.W. and  
sometimes still farther to the west,  
steered N.W. by W. (or N. by Com.) at 10  
A.M. made Salisbury Island, bearing  
about W.S.W. distant by estimation 25  
miles, and at 1 P.M. made the Point  
of the Land to the eastward of Kings  
Cape N.W. by N. Run through, and  
by considerable Ice in isolated patches



Brig Isabella, working up Hudson Straits,

during the day, but nothing to impede our progress. Between 4 and 5 P.M., the Natives came off to us from the Shore to trade, there was 22 Kiacks, with one man each and Omiack in which I counted 46 Persons men and women, and there were several sitting down in the bottom of the Boat which I could not see, besides at least a dozen Infants, there were probably 70 souls in this Huge Boat, as it was very nearly calm they alongside, and around us until near 10 O'clock trading their Skins and Skin clothing with the crew for rifles, when a breeze sprang up and they left for the shore, many of them in an almost nude state, but no doubt highly elated with their trades.

I succeeded myself in getting four fine Narwal Tusks, two of which I gave to my 1st Officer, Mr Bailey,

The fog was never much thicker than it has been since 2 P.M., except for one or two short intervals when it only lit up so as to let us see the Land which was about 5 miles distant, after the Natives left us, or we left them, worked to the W.N.W. under easy sail,



Brig Isabella, working up Hudson Strait.

Tuesday Aug. 6<sup>th</sup> 1867.  
Fresh breezes from the westward, with thick fog, at 5 A.M., very light air, and the fog lit up a little, so we got a glimpse of the land to the north of us, find a good deal of ice laying in streaks, through leads of which we worked along a little, at 7 A.M., very nearly calm, the Vessel governed by the ice and currents only, at 11<sup>1</sup>/<sub>4</sub> A.M., found ourselves close on to a rock, a few feet above water which was no doubt close in shore where the fog was too thick for us to see, we clear the rock by a about 100 feet, the rocks under the Vessel reaching almost up to her bottom, and in a moment more all was out of sight, the tide carrying us along at least 3 knots, got our boats down and by towing succeeded in working off shore, showed the lead as soon as we lost sight of the rocks under us and got 30 fms, at 2 P.M., took our boats up, with a light air of wind, with which we were able to man the Vessel without, in the evening fresh breezes, at P.M., the ice was so close we were obliged to give up working the Vessel and let her lag, set by act 6<sup>th</sup> 11<sup>th</sup> ex. Long by act 2<sup>nd</sup> 11<sup>th</sup> 11<sup>th</sup>,  
Sun by act 6<sup>th</sup> 11<sup>th</sup> ex. Long by act 2<sup>nd</sup> 11<sup>th</sup> 11<sup>th</sup>,



between Mill Islands, and the north Shore.

Wednesday Aug 7<sup>th</sup> 1867.  
Winds varying from fresh to light, from W. & N.W., very nearly, and thick fog, the Brig laying aback in the Ice, at 4 A.M. were able to work along a little the fog lit up at intervals to day and gave me a chance to keep a pretty good run of the land. at 6 P.M. Mill Island bore S by E, distant by estimation 9 Miles, at this time saw what we called a small but pretty high Island about 15 miles from us by estimation and which our position placed (if an Island) Lat  $64^{\circ}04'$  N. Long  $78^{\circ}25'$  W. very nearly. at 7 P.M. very light air, and thick fog. at 10 P.M. took in sail, and tied up to a large piece of Ice, from which we got four or five hundred gallons of water.

Lat by acct  $64^{\circ}14'$  N. Long by acct  $77^{\circ}56'$  West

Thursday Aug 8<sup>th</sup> 1867.  
Calm foggy weather, the Vessel tied up to the Ice, at 6 A.M. light air from S, E, and partially clear, took in our Ice hooks, and made sail, steering about W. at 7 A.M. were into the close Ice, which was heavy as well as close. at 8 A.M. fresh breeze



Brig Isabella, crossing the entrance to Fox Chan<sup>nel</sup>

at 2 P.M. strong gales, pressed steadily through the ice as it slackened, and at 5 P.M. got through into clear water, steered S.W. by S. at this time Mill Island bore S.E. by S. distant by estimate 25 miles. Saw ice on both beams for some time, at 6 P.M. rainy weather.

At noon, Lat by Obs  $64^{\circ} 28'$  North.  
at 5 P.M. Lat by ~~Obs~~  $64^{\circ} 14'$  N. Long by acct  $78^{\circ} 46'$   
"at 10 P.M. it moderated.

Friday Aug 9<sup>th</sup> 1867.

Fresh breezes from S.E. and thick rainy weather, steering S.W. by S. (or W. by Comp)  
at 3 A.M. light winds, and at 9 A.M. calm. Towards noon it cleared up partially, at noon light airs from N.W. which soon freshened to a strong gale, with fog, at 4 P.M. clear weather, at 6 P.M. wind W. very nearly.

Southampton Island in sight to the N.W. distant about 15 miles.

"steering Southwesterly by the sun"  
(at 6 P.M.) Lat  $62^{\circ} 30'$  North.  
(By acct, 52 Long  $81^{\circ} 38'$  West)



Brig Isabella's arrival in Hudson Bay,

Saturday Aug 10<sup>th</sup> 1867,  
Fresh breezes, with occasional fog, and  
rain squalls, from W. N. W. steering about  
S. W. by the wind true (allowing 5 points variation),  
at 7 A.M. wind about S. W. and from that to S. E. W.  
tacked to the westward, making as near as  
I can calculate a W. & S course, at 8 P.M.  
suppose Cape Southampton to bear N.  
by E. distant 7 or 8 miles, the weather too  
thick to see land more than 3 or 4 miles,  
and not been clear enough no time during  
the day to see it more than 10 miles.  
Lat by obs  $61^{\circ}50'$  N. Long  $83^{\circ}10'$  W.

Sunday Aug 11<sup>th</sup> 1867,  
Very light air from the South to West,  
with thick fog, not once lighting up,  
steered N by E. (or as I suppose N. W. true)  
Lat by acct  $62^{\circ}09'$  N. Long by acct  $85^{\circ}40'$  W.

Monday Aug 12<sup>th</sup> 1867,  
Calm and foggy, at 2 A.M. fresh breezes from S. E. S.,  
at 2 1/2 A.M. run into shoal water, at 4 A.M. made  
the west shore of Southampton Island  
to the N. E. distant about 1/2 mile, after



Brig Isabella, arrival in Bowes Welcome,

getting a fair look at it run off shore to the westward four or five miles, and then steered W. N. W. or thereabouts until the wind veered to the N. N. W. which it soon did; ~~and then~~ when I steered W by the wind, with strong breezes and clear weather.

Lat by Obs  $63^{\circ}06'$  N, Long by Obs  $86^{\circ}39'$  W

Tuesday Aug 13<sup>th</sup> 1867.  
Fresh breezes from the westward with clear weather, steering N. W. by N, and N. N. W. at 6 A.M. made Cape Hullerton, and at the same time saw three sails, steered in for the land, and then along up the.

Welcome, spoke Schu Glacier of N. B., Schu Cornelia, of N. London, and Bark Ocean Nymph of London Eng, the latter clear, the two former about 160 kts each, at night hung on under easy sail, with fresh breezes from the north, and rather squally.  
"By the accounts I have got of this place today, there is no chance here for a voyage. Lat by Obs  $64^{\circ}16'$  N, Long by Obs  $86^{\circ}39'$  W



Brig Isabella's arrival in Repulse Bay.

Wednesday Aug 14<sup>th</sup> 1867.  
Winds from the N.W. canting to the north  
somewhat in the occasional squalls, and vary-  
ing in strength from a strong to a light  
wholesail breeze, with clear weather.  
Worked up the Welcome, in the morning  
spoke Barkus, Ansel Gibbs, and Black  
Bagle, of New Bedford. Both vessels give  
very discouraging reports of the Whaling.  
At Noon, Lat by Obs 64° 59' North

Thursday Aug 15<sup>th</sup> 1867.  
Strong gales with heavy squalls from N.W.  
Beating into Repulse Bay, at 7 P.M.  
Came to anchor in 17 fms water in a  
dry harbor formed by a cluster of Islands  
on the North side of the Bay, found  
the Deer Bra here, and the Deer Cornelia  
is laying outside.

Friday Aug 16<sup>th</sup> 1867.  
Fresh breezes from N.W. with clear weather,  
laying at anchor in Repulse Bay, all  
three boats cruising for Whales, from 3 O'  
clock in the morning until night, saw the  
spout of one Whale, one rising,



Brig Isabella. at Anchor in Repulse Bay.

Saturday Aug 17<sup>th</sup> 1867.  
Moderate breeze from the western coast,  
and pleasant. Boats all off looking for  
Whales, and only one seen by all the Boats  
here 10 in number. At 8 P.M. the Sloop  
Cornelia came in and anchored.

Sunday Aug 18<sup>th</sup> 1867.  
Light baffling winds, and cloudy, at 8 A.M.  
light easterly winds, towards noon thick  
and rainy, with fresh breezes, it let up  
for a while in afternoon, but set in towards  
night for a regular storm. Boats off all  
day but saw no Whales.

Monday Aug 19<sup>th</sup> 1867.  
Strong easterly gales, with fog and rain.  
Saw a Whale in the Harbor, all hands  
lowered, but without success.

Tuesday Aug 20<sup>th</sup> 1867.  
Moderate breeze from the westward  
and squally, middle part pleasant, at 6  
P.M. fresh gales and squally. Boats all off  
cruising, saw one Whale, which 7 or 8 Boats  
chased, but was too shy for all.



Brig Isabella, at anchor in Repulse Bay.

Wednesday Aug 21<sup>st</sup> 1867.

Strong gales from N. N. W. and cloudy, squally weather, at 2 P.M. it moderated somewhat, and soon after started off with the Boats, but saw nothing.

Thursday Aug 22<sup>nd</sup> 1867.

Light winds from the northwest, and northern boards, and pleasant, the Boats cruising for Whales, saw two, but they were too shy for us. Ship Cornelia caught one.

Friday Aug 23<sup>rd</sup> 1867.

Very light baffling winds, and pleasant, Boats all cruising for Whales, saw 1 Whale.

Saturday Aug 24<sup>th</sup> 1867.

Very light southerly airs, and Calm spells, with warm pleasant weather. Boats all cruising for Whales, and only one or two seen. The Vessel laying at anchor still, in what is called by Hall, Island Harbor

In Lat 66° 22' North.  
Long 86° 05' West.



Brig Isabella, & departure from Resolute Bay.

Sunday Aug 25<sup>th</sup> 1867.  
Calm, except an occasional cat's paw of wind from the South, or West, and very pleasant, Boats all off cruising for Whales, but did not see any, neither did either of the other two Vessels Boats, in the evening cloudy.

Monday Aug 26<sup>th</sup> 1867.  
Light air from the N, and pleasant, at 3<sup>1</sup>/<sub>2</sub> A.M. called all hands to get underway at 5 a.m. were fairway out in the Bay, steering for Beachy Point, (W. by my Compass) at about this time was boarded by Mr Wall, the Searcher for Relics of ill fated Sir John Franklin, who bid me good bye, with lively hopes of accomplishing with full success the object of his travels, at noon were running down the Welcome in company with the Scho'r Cornelia and Era, of New London,

At Noon Lat by Obs 65° 58' north,  
Long. " 85° 55' West.

I may as well observe here, that I find the Land in this Vicinity laid down fully 10 miles to far South, and a little to far W. say 6 or 8 miles.



Brig Isabella,; cross from Kooes Welcome to Hudson Bay

Tuesday Aug 27<sup>th</sup> 1867.

Light northerly winds, and pleasant, running down Kooes Welcome, at 9 P.M. was off Cape Hullerton, saw two Schrs and one Barkn ahead to the S.W. at 9 1/2 P.M. steered S.E. by S. (true) allowing 5 Points variation, one point more than I think there is.

Monday Aug 28<sup>th</sup> 1867.

Moderate winds from N.W. steering S.E. by E. under all sail with fine clear weather at about 5 A.M. was aroused from my sleep by the ship striking the bottom, and in a moment more was called out to. that the Vessel was aground, I hurried on deck and found the Vessel going at least 6 knots, and heading directly towards the Land which was not more than 4 miles distant, and three Rocks were out of water little more than a mile ahead of us, and every undulation of the bottom as plainly in sight as a clear noon day sun And all this to with clear weather, and the sun shining brightly, at least as high. The whole watch on deck, and



Brig Isabella, in Hudson Bay, but bound out.

A look out aloft, not one of which however had either noticed the Land Rocks, or Shoal water. I headed the ship off shore, but for half a mile she kept touching lightly, after which the water deepened gradually to 10 fms., and then soon to the bold water of the Bay, as was indicated by its dark green hue.

The cause of the vessel being so widely out of the way, was a want of watchfulness of the Officers of the deck, and the frequent extreme difficulty with the compass in vicinity, together with their neglect to rouse me out at 3 O'clock in the morning as particularly directed to do. The latter part fresh from N.W. very nearly, and pleasant after getting well off shore by steering about S.S.W. tried to steer S.E.

"The Shoal we got on to I found to be Cape Kendall Shoal, and which was  $4\frac{1}{2}$  points out of my direct course.  
at P.M. { Lat by Obs  $63^{\circ} 12'$  North  
Long " Obs  $8^{\circ} 51'$  West,



Brig Isabella. bound out of Hudson Bay.

Thursday Aug 29<sup>th</sup> 1867.

Fresh gales from the northwestern Board trying to steer S.E. but the compasses are all most entirely useless, at 12 M. steered S.E. as near as I can calculate, at 8 P.m. had all the light sails in.

Lat 61° 18' N. Long 84° 24' W

Friday Aug 30<sup>th</sup> 1867.

Strong breezes from northward, steering about N.E. by E by the wind, and N.E. towards noon wind move to the N.W. steered N.E. true. at 2 P.m. saw two sail to leeward, at 4 P.m. kept off to get hold of Bancel Island, soon saw it at 6 P.m. passed the N.E. end, spoke Schu Fla. Bra. and Bark Orytaft, both bound out, had a gam for a couple of hours. at 9 A.m. steered E 1/2 N true, (or E.S.E. by my compass, and S.E. by the Bra's) the Orytafts compasses not working at all.

Saturday Aug 31<sup>st</sup> 1867.

Light northerly winds and misty weather steering E 1/2 N. in company with Schu Bra. and Bark Orytaft, at 2 A.m. lost the latter action of us.



Brig Isabella, entering Hudson Straits.

at 3½ Am. made bigger Islands, and  
and at 8 Am. as it cleared up made  
Nightingham Island, passed between them  
at noon southern end of Nottingham here  
at distant 10 or 12 Miles, by estimation, and  
by the alid, had it calm until 4 P.m.,  
when a breeze sprang up from the north,  
which in a few hours freshened to a fresh gale  
from N.W. steered E by N, until 8 P.m.,  
when I steered N.E. by E ½ E true, allow-  
ing 2½ points to my compasses, which is  
all the Variation they now give, although  
about 20 days ago they gave me near here  
5 points, showing a great irregularity in  
compasses in this Region, at 6 P.m.,  
saw Bra out of sight to the Eastward,  
at 10 P.m. strong gales with snow squalls,  
with a prospect of bad weather, I have  
been thinking of going into the Lakes of  
Gods Mercy, until now the weather coming  
on bad I gave it up, and steered,  
E by S for the north shore of Hudson  
straits, under easy sail,  
Lat 62° 5' N. Long 74° 08' West.



Brig Isabella, outward bound through Hudson Straits

Sunday Sept 1<sup>st</sup> 1867,  
Strong breeze from S.W. to W. and clear weather, steering E by S. (true) at 6 A.M., made the north shore of the Straits, and at 9 A.M. were handy in, and kept the vessel along it steering S.W. by E. by compass, or about S.E. & S true, at 9 P.M. passed north Bluff as I supposed. Find about 6 points variation in my compasses to day, "at noon Lat 63° 27' N. Long 72° 25' W.

Monday Sept 2<sup>d</sup> 1867,  
Very light westerly wind and pleasant, steering E.S.E. passed north Bluff at 4 A.M. (and not as I supposed last night,) had the north shore in sight all day, and at dark were nearly abreast of Saddle Back Island, One of the middle Savages, Lat 62° 05' North Long 69° 03' West, "at 8 P.M. light airs from the S.E. or nearly calm.

Tuesday Sept 3<sup>d</sup> 1867,  
Light southeasterly winds, and cloudy steering by the wind on different tacks at 6 A.M. moderate breezes from the southward steered E.S.E. land in sight to the north, at 4 P.M. made Resolution Island bearing E.S.E. (South Point, steered S.E. by E & E, (at 2 P.M. Lat 61° 28' or Long 67° 02' West.



Brig Isabella. from Resolution Island, to Cumberland Inlet

Wednesday Sept 4<sup>th</sup> 1867.  
Light Southern winds with clear weather steering E. S. E. at 5 A.M. were off Cape Best at this time wind very light from the eastward and baffling, at 6 1/2 A.M. sent a boat ashore where the crew of the Brig Pavilion of New Bedford, which was lost by the Ice setting her ashore on the Isles of Gods Mercy, in Lat 63° 37' North. Long 73° 10' West, camped for some 20 days on their passage to the South in boats, waiting an opportunity to cross the Straits at 8 P.M. the boat returned, saw the Bark Orzcoft to the eastward, had occasional light baffling from the east, but mostly calm through the rest of the day, except two or three hours near the end, when it was squally.

Thursday Sept 5<sup>th</sup> 1867.  
Very light airs from the east, with thick fog, which lifted a little now and then but so as to let us see the Land. Saw Bark Orzcoft in the morning, at 8 A.M. very light airs from the western board, but altogether it might be called calm until 4 P.M. when



Brig Isabella, from Resolution Island to Cumberland Straits,  
the fog partially cleared off, with a light  
breeze from S.W. steered E. N. E. at 3 P.M.,  
Cape Warwick bore about W. distant 12 miles.

Friday Sept 6<sup>th</sup> 1867.

Calm clear weather, at 2 P.M. light southeasterly  
winds. Steered N. at 6 A.M. pleasant breezes, &  
at 10 A.M. fresh breezes. at 11 A.M. made the  
southernmost of the string of Islands forming  
what is called on the charts, North Foreland,  
or Hall Island, at 6 P.M. passed the  
Northernmost one, with strong gales, and  
thick weather, kept the vessel going N.,  
(allowing 6 points bore) under reduced sail.

Saturday Sept 7<sup>th</sup> 1867.

Strong gales from S.E. with thick weather,  
consisting of fog, rain, and snow, intermixed.  
steered N. N. W. at 3 A.M. quite moderate  
steered N.W. at 5 A.M. it cleared up  
and made the Land from 6 to 8 miles  
distant on the Port Beam. Tracked  
the land along: steering about N.W.  
the day out, at 7 P.M. was off  
Cockadaleo, was say 3 miles distant  
on the Port Beam, winds light the  
most of the day, & on S.E. to S.W.



(Cumberland Inlet)

Brig Isabella's, arrival at Kiatlich.

Sunday Sept 8<sup>th</sup> 1867.  
Fresh S.W. breeze, and cloudy, steering  
N.W. very nearly by the wind. At 6 A.M.  
tacked ship heading in for Kiatlich  
Harbor, at 11 A.M. got in, and came to  
Anchor in 28 fms water.  
Found 7 sail of vessels in this Harbor.

Monday Sept 9<sup>th</sup> 1867.  
Light southerly wind and pleasant, laying  
at Kiatlich, discharged to Sch. Ellen St. for  
Brig Georgianna 2 casks bread, and 10 Bbls meat.  
broke out, and stowed over the whole ship  
to get it.

Tuesday Sept 10<sup>th</sup> 1867.  
Strong S.E. gales with snow, rain, and  
fog, at 3 P.M. heavy gales, at 6 P.M.  
the gale began to break, as far as wind went.

Wednesday Sept 11<sup>th</sup> 1867.  
Moderate winds from the N.W. and  
some of the time very nearly calm,  
with constant snow, and rain, and  
very thick weather. Got a small raft of  
water on board.



Brig Sabella, from Kialick to American Harbor.

Thursday Sept 12<sup>th</sup> 1867,  
Fresh breezes from the northwestern board, and  
snowing constantly throughout the day, the Brig  
at anchor in Kialick Harbor.

Friday Sept 13<sup>th</sup> 1867,  
Light southerly winds, and fair weather,  
at 6 A.M. got underway, for a cruise up the  
Gulf, at 9 P.M. were over to the Keesgatan,  
and tried to beat into Union Harbor, but  
it fell calm, and I drifted out with the tide.  
Capt Spicer, of Brig Gerzianna came on board  
and stayed some two hours.

Saturday Sept 14<sup>th</sup> 1867,  
Very light baffling airs, or more properly  
calm, worked up the Gulf with what  
wind we had, at sundown was off  
Haystack Island. Bark morning stars close by.

Sunday Sept 15<sup>th</sup> 1867,  
Light winds from the N.W. and pleasant,  
beating up the Gulf, towards noon very nearly  
calm, at 2 P.M. fresh breezes, at 4 P.M.  
came to anchor, in a Harbor about 3 miles north  
of American Harbor, in 30 fms.



Cumberland Inlet

Brig Isabella, at Anchor, in American Harbor

Monday Sept 16<sup>th</sup> 1867.  
Light northerly winds, and pleasant,  
Employed in putting things in readiness for whaling.

Tuesday Sept 17<sup>th</sup> 1867.  
Very nearly calm, and pleasant, at 8 P.m.,  
light southeasterly winds, and cloudy, and  
in the evening fresh breezes.

Wednesday Sept 18<sup>th</sup> 1867.  
Very light southerly winds, and pleasant,  
up the gulf, while downward it was thick  
No signs of Whales.

Thursday Sept 19<sup>th</sup> 1867.  
Light, baffling winds, and pleasant,  
repaired the main topsail, also kept  
a lookout for Whales, but saw none.

Friday Sept 20<sup>th</sup> 1867.  
Light Southeast winds, and cloudy,  
Started at daylight, with all the  
boats to have a look out in, and  
across the gulf, but saw nothing,  
at noon fresh breezes, with snow,  
all hands on board,



Cumberland Inlet

Brig Isabella, at anchor in American Harbor

Saturday Sept 21<sup>st</sup> 1867,  
Light southeasterly winds, with snow,  
rain, and fog.

Sunday Sept 22<sup>d</sup> 1867,  
Light southeasterly winds, and fair weather  
until evening, when we had some snow squalls.  
Boats on the lookout for Whales, but did not  
see any, saw Schus Via, and Quicksip, work-  
ing up the Gulf.

Monday Sept 23<sup>d</sup> 1867,  
Fresh N.W. winds, and pleasant, at noon  
or a little after nearly calm, and cloudy,  
and at night light southeasterly winds.  
Boats off all day on lookout for Whales.

Tuesday Sept 24<sup>th</sup> 1867,  
Light N.W. winds, and pleasant, Boats all  
out looking Whales, but neither saw or heard  
of any.

Wednesday Sept 25<sup>th</sup> 1867,  
Fresh breeze from N.W. and clear, towards noon calm  
and cloudy, with light snow, at P.M. light southerly with  
thick snow, at 6 P.M. fresh N.W. winds, with thick snow.



Cumberland Inlet  
Brig Isabella, at anchor in American Harbor

Thursday Sept 26<sup>th</sup> 1867.  
Light north west winds, and pleasant.  
The Boats out looking for Whales, but saw none  
Saw Schoe Cornelia, and Quich. Stek working  
up the Gulf,

Friday Sept 27<sup>th</sup> 1867.  
Fresh N.W. winds with snow, at 8 1/2 Am  
it cleared up partially. Started out with  
the Boats to look for Whales, saw nothing  
At mid day wind very light, at 3 P.M.  
snow with wind from S.E. went aboard.

Saturday Sept 28<sup>th</sup> 1867.  
Moderate N.W. winds, with snow squalls,  
otherwise fair weather. Freezing cold of course.  
Boats all on lookout for Whales, but saw nothing.

Sunday Sept 29<sup>th</sup> 1867.  
Light northerly winds, with clear weather.  
Boats on the lookout for Whales, but saw none  
Thermometer standing from 15° to 22°  
above zero. A Boats crew of natives  
came to me from Annetoo Harbor to  
hire out for the Voyage, but I have  
put them off until morning for a bargain.



Cumberland Strait  
Brig Isabella, at anchor in American Harbor.

Monday Sept 30<sup>th</sup> 1867.  
Fresh N.W. winds, and clear weather.  
Boats on lookout for Whales, but saw none,  
saw ~~one~~ <sup>one</sup> ~~small~~ <sup>small</sup> ~~step~~ <sup>step</sup> come out of Colliers Bay  
and steer down the Gulf. Made a bargain  
with a Boats crew of Natives to Whale, and  
sent for the Vessel, fitted them out with  
Guns, Ammunition, Provisions, Tobacco &c,  
and sent them off for their Hunt, and  
Families, and they are to be to the Vessel  
if the weather is good by the day after  
tomorrow, and ready to go to work.

Tuesday Oct 1<sup>st</sup> 1867,  
Calm, and cloudy, at 5 A.M., fresh S.E. gales,  
at noon strong gales, and towards night had  
snow with it, towards midnight it blew heavy.

Wednesday Oct 2<sup>nd</sup> 1867,  
Strong gales from S.E. with some snow,  
In the afternoon it began to moderate.

Thursday Oct 3<sup>rd</sup> 1867.  
Very light S.E. winds, and cloudy, towards noon  
calm, in the afternoon light air from the S.W. & S.E.,  
with snow squalls, the Boats on lookout for Whales,  
and I went across the Gulf to Annetoo, and back saw no Whales.



Cumberland Isles  
Brig Isabella, at Anchor in American Harbor

Friday Oct 4<sup>th</sup> 1867.  
Moderate Easterly gales, with rain, in  
the evening fresh westerly winds with snow.

Saturday Oct 5<sup>th</sup> 1867.  
Strong S.W. gales, with constant and  
fast thick falling snow, ~~an ugly storm~~.

Sunday Oct 6<sup>th</sup> 1867.  
Fresh breezes from S.W. with snow, at  
6 A.M. fair weather, Boats looking for  
Whales but saw nothing. At 10 A.M. the  
Schr Cornelia came across from Annetoo,  
and anchored near by me. Spoke Barker  
Millevood's Boat from the Kuzatan, they  
had seen no Whales, but reported Brig  
Georgia with two Whales, and the only  
one she had seen. My Natives came  
to me to day, ready to go to work.

Monday Oct 7<sup>th</sup> 1867.  
Moderate S.W. winds, and pleasant,  
off all day on lookout for Whales for  
Whales, but saw no signs of any, in  
the evening gameed with, Baker & Allen  
they will leave here tomorrow morning.



(Annetoo Harbor)

Brig Isabella, from American Harbor to

Tuesday Oct 8<sup>th</sup> 1867.

Light N.W. winds, and pleasant, at daylight sent three boats out to look for Whales, while I stowed behind to see Capt. Baker, & Allen off for home, and put my letters on board of them, and also my Cook Samuel H. Everett, who has been sick for sometime.

Wednesday Oct 9<sup>th</sup> 1867.

Fresh breezes from N.W. with clear weather, all four boats out on lookout for Whales but saw nothing.

Thursday Oct 10<sup>th</sup> 1867.

Moderate breezes from the N.W. and pleasant the boats all on the lookout for Whales, and I went across the Gulf to Annetoo, and boarded Capt. Chapel, he had not seen any Whales, during the middle of the day had strong breezes, at night light air from the east.

Friday Oct 11<sup>th</sup> 1867.

Light westerly winds, and pleasant. Shifted the Brig from American to Annetoo Harbor, heard from no Whales.



Cumberland Inlet  
Brig Isabella, at Anchor in Annetoo Harbor

Saturday Oct 12<sup>th</sup> 1867.

Light airs from the north, and cloudy,  
got 2 Casks (800 lbs) Bread out of the Steamer  
Kinross, at 9 A.M. the Steamer got  
underway and steamed down the Gulf,  
leaving me the only Vessel in the head  
of the Gulf. Saw a fore and aft scho  
underway down the Gulf, at 2 P.M.  
light airs from S.E. with fog and snow  
had 3, and part of the day 4 boats on  
lookout for whales but saw none. There  
is a good deal of bluge Ice in the water  
some of which has hardened to whiteness.

Sunday Oct 13<sup>th</sup> 1867.

Light norther winds, with clear weather,  
this morning found my men had been stealing  
Bread during the night, and selling, or giving  
it away by the Bag full, to a lot of stranger  
Natives, which came across here from a  
place called Abolokite Luna, so I headed  
up the Bread cask, and shall for a  
time weigh out their Bread to them at  
the rate of a pound a day.  
Let the boats have the balance of the  
day to go gunning, and claming,



(Cumberland Gulf)

Brig Isabella's departure from Annetoo Harbor

Monday Oct. 14<sup>th</sup> 1867,  
Light air from the N. and cloudy, at 5 A.M.,  
got underway to go down the Gulf, but ere I  
got out of the Harbor, had light be<sup>l</sup>egging  
from the S.E. tower back and anchored again,  
got breakfast, and went out with all the Boats  
to look for a Whale, but saw none.  
at 8 A.M. Very light air from N.W. and  
so throughout the day.

Tuesday Oct. 15<sup>th</sup> 1867.  
Strong breezes from N.W. and cloudy, at 4 A.M.,  
called all hands to get underway,  
at 5 1/2 A.M. were out of the Harbor, and  
steamed down the Gulf, under all sail  
towards noon saw a Whale, (the first this  
season) well out in the Gulf, and a little  
below Colters Harbor, about 11 A.M. lowered  
two Boats, and at noon lowered the third  
one, with strong gales from the N.W.  
with snow squalls, at 1 P.M. struck  
and at 4 P.M. got the Whale  
alongside, with the Boats  
almost sunk with with ice, got  
the Fluke chain, and Fluke Hawser both  
on the Whale, and parted both, after



Cumberland Gulf

Brig Isabella, from Annetoo, to Ejoachowin.

which I got the Starboard Cable, a  
Clube chain, and Hawser, onto the Whale  
and my Natives, being afraid of not finding  
the Keegatans, or getting on to some of the dunker  
Rocks, in the night, I put away for Kiatilik  
at midnight blowing Heavy, and snowing.  
Thermometer 10° above Zero.

Wednesday Oct 16<sup>th</sup> 1867.

Strong gales from N.W. to N. with snow  
squalls, about 6 A.M. and after 4 or 5 hours  
of all hands labor in securing the Whale by  
every possible means, I again steered for  
Kiatilik. Towards noon the wind had  
died out to very nearly a calm, but the  
sea still rugged with a large swell  
heaving up the Gulf, so I did not deem  
it prudent after consulting the Mate to  
attempt to Cut the Whale, but try to get  
a Harbor as soon as possible. from noon  
until 5 or 6 P.M. light baffling winds  
with snow squalls, at which time a breeze  
sprung up from S.E. I steered for Black Bear  
Island, at 10 P.M. fetched into Margarets  
Island, and kept off for Ejoachowin  
at midnight was up to the north end of the Island.



(Cumberland Gulf)

Brig Isabella, at anchor, in Bejoachowin Harbor

Thursday Oct 17<sup>th</sup> 1867.

Strong gales from S.E. and thick snow, steering in for Bejoachowin Harbor, but fell to leeward with the Whale alongside, and at 1 P.M. had to slip and anchor it about 3 cables length to windward of a string of Rocks, and small Islands, at 8 A.M. got into the mouth of Bejoachowin Harbor, and let go the Anchors (both) in about 20 fms water, and paid out 90 fms of Cable on both to fetch the Brig up, at 10 A.M. got the sails furled, and got Breakfast, it blowing a perfect Jimmy Can from S.E. and snowing, so ends. Had a chance to go to Bed for the first time for 60 hours.

Friday Oct 18<sup>th</sup> 1867.

Strong gales from S.E. with snow, at 6 A.M. more moderate, at 8 A.M. saw my Whale at anchor from the Brig, at a distance of about 3 miles, at 10 1/2 A.M. I went to the Whale with my boat and split it open, at 3 P.M. went with 4 boats and took the Whale in tow, at 11 P.M. got it to the Brig, lost one Clarke Chain.



Cumbeentam Gulf  
Brig Isabella, at anchor in Cejoachowin Harbor

Saturday Oct 19<sup>th</sup> 1863.  
Calm, and cloudy. At daylight light airs from  
N.W. went in and selected a place on the  
shore to lay the Whale to cut, at 10 a.m.  
took the Whale in and as the tide rose hauled  
it up on the Rocks as high as possible, and  
as the tide went down in the afternoon com-  
menced cutting, at dark came on board, had  
not finished, at this time, (about 6 P.m.)  
had fresh gales from N.W.

Sunday Oct 20<sup>th</sup> 1863.  
Strong gales, from N.W. with heavy squalls,  
to rugged to land to do anything with our  
Whale, broke the ship out and pumped  
the water out of the Ground Tier casks,  
found a good deal of Ice in them.

Monday Oct 21<sup>st</sup> 1863  
Light N.W. winds, and pleasant, employed  
in cutting our Whale at dark, had nearly  
finished, and had also taken some two  
thirds of it on board, have had a great  
deal of difficulty in rolling the Whale,  
also in cutting, on account of the Blubber  
freezing.



Cumberland Gulf  
Brig Isabella, at anchor, at Cejoachowin.

Tuesday Oct 22<sup>nd</sup> 1867.

Light airs from S.E. during the fore part  
and fresh breezes from the same quarter  
in the latter part of the day, finished, and  
getting our Whale on board, at 4 P.M.,  
saw a Whale off Hava Island, and  
sent two Boats after it but it  
came on dark too soon to do anything.

Wednesday Oct 23<sup>rd</sup> 1867.

Fresh breezes from N. N. W. very nearly  
and pleasant, at daylight commenced  
getting our Anchors, found we had dragged  
into 37 fms, and at 3 P.M. had only  
cleared the chains, and cat the large  
Anchor, it being now too late in the  
day to move, we lay by for to day, and broke  
out small stores, and cleared up.

Thursday Oct 24<sup>th</sup> 1867.

Strong breezes from N. N. W. blowing  
directly into the Harbor, making it  
very unsafe to attempt to get out, if  
not impossible, so I have to lay here  
with all my anxiety to get down to  
Kiatlich, ~~have an increase of seven Pups this morning~~



Island, Kaitiaki  
Cumberland Gulf  
Brig Isabella, from Ojoachowin. to Blacklead

Friday Oct 25<sup>th</sup> 1867.  
Light S.W. and pleasant, at 5 A.M. snow squall  
got underway, for Blacklead Island, at day  
light was outside steering down the Gulf, about  
9 A.M. saw a Whale going fast up the Gulf.  
at 10<sup>1</sup>/<sub>2</sub> A.M. saw another  
and lowered her, about  
noon got fast, at 2 P.M.  
I got back to the Brig, the Whale being dead  
sent my Boat back to help tow, the starboard  
Waist, or Native Boat being stove in striking  
I had to keep on board, also for help to get  
the Vessel into Kaitiaki, where I arrived  
and anchored at 10 P.M. having light baffling  
winds from various points of the compass.  
The three Boats still towing on the Whale.

Saturday, Oct 26<sup>th</sup> 1867.  
Fresh S.W. winds and pleasant, at 3<sup>1</sup>/<sub>2</sub> A.M.  
the Boats got the Whale to Blacklead Island, and  
anchored it, at 9 A.M. they got on board,  
at 10<sup>1</sup>/<sub>2</sub> A.M. got the Brig underway, and  
at 1 P.M. anchored at Blacklead Island.  
Put my Natives, and their things on shore, got  
the Whale alongside, and at 6 P.M. were ready  
for cutting, it being after dark by far and this day



(Cumberland Gulf.)

Brig Isabella, at Anchor, at Black Head Island,

Sunday Oct 27<sup>th</sup> 1867,  
Fresh breezes from the westward, with clear  
weather, Employed in cutting my Whales.  
At dawn had just got the Head gear in.

Monday Oct 28<sup>th</sup> 1867,  
Fresh N.E. winds with snow, finished  
cutting our Whale about 11 A.M. at noon  
the wind veered to the north, Ice making  
very fast, and the Gulf covered with it  
as far as can be seen from this Island, in  
afternoon got the Blubber ashore, and left  
one Boat until 7 P.M. (High Water) to haul  
the Blubber up as far as possible, about  
8 P.M. she got off to the Brig through an  
opening in the Ice, but had to haul the crew  
out over the stern of the Vessel it being  
impossible to get the Boat alongside, for  
the running Ice.

Tuesday Oct 29<sup>th</sup> 1867,  
From fresh to strong gales from the N.  
the new Ice running, and making very  
anxious times on board; keeping all hands  
employed the most of the day and night in  
taking care of the Vessel, the Ice being so heavy  
on our anchors, which are very ones for such a vessel at this



(Cumberland Inlet.)

Brig Isabella, at anchor, at Black Lead Island

Wednesday Oct 30<sup>th</sup> 1867.

Moderate S.E. winds with snow squalls, growing heavy, and giving me a good deal of trouble the vessel dragging about, and at one time into two fathoms of water on a point of Rocks. the Schr Vera also came a foul of me, and did me some little damage, which however was not of a nature seriously injure me, in the evening calm, and the Ice quite still.

Thursday Oct 31<sup>st</sup> 1867.

Light baffling winds, and quite warm the Thermometer being up to 33°, worked nearly all day with the Ice, and just at night succeed in getting my Anchors, and shifted my ground into a light out out of the tide, where I hope to lay better, but have to lay close in shore, at about 7 P.M. the Ice came in upon me and gradually pressed the Brig shorewards, taking the Anchors along, until her stern was in 2 fathoms of water, and high tide at that, the Ice at this time slackened and we hove off shore, which shortened the range of cable, and placed the vessel in a very anxious position, I could do no more at present however,



Cumberland Gulf

Brig Isabella, at anchor, at Blackhead Island.

Friday Oct Nov 1<sup>st</sup> 1867.

Moderate winds from the western board and cloudy, the Brig pressed considerable with Ice, both anchors out as usual, but gradually, almost imperceptibly coming home, at about 3 A.M. the Brig touched the bottom, but the Ice slackened, and we hove off shore, to a short scope of chain, at daylight Ice quite easy, went to work to get the Vessel off shore again, got the Kedge out, hove up and hauled off until the Ice came down upon us again, and brought the Kedge home when we had to let go our Big Anchors, the Best Hower in 12<sup>1</sup>/<sub>4</sub> fms, and the second hower in a little more than 11 fms, and gave each a long range, before we could bring up the Ice, which was in very large sheets, and some 4 or 5 inches thick, which we had to cut the Vessel through and let in on to, and along the Land, This took us until near noon, when we began to have a little hopes of laying easier, the wind blowing on held the Ice to the Land, at 6 P.M. strong gales, and running Ice again, at 7 P.M. wind blowing strong from N.W. with Ice broken some and bushy, but had no difficulty with it.



(Cumberland Gulf)

Brig Isabella, at anchor, at Black Head Island.

Saturday Nov 2<sup>d</sup> 1868.

Slight northerly winds, which veered towards noon to the N.E. towards night light winds from the eastward, with snow, took up my second anchor, and lifted the first one, and drifted out from the shore a little and let go again, the ice all out between the Vessel and Island. Trained up my Whale Bone, and went on shore to see how the Natives were getting along with taking care of the blubber, found they had it all out of the water and the most of it cut and piled, I also landed one of my Boats, to get her out of the way, had a good look out in the Gulf from the hills and as far as I could see it is covered with young ice, saw several Whales to day, and have seen more or less every day, for the last four days, but there's been no chance to get one, and I now think the Whaling is done for this season, in the evening the wind had into the S.E. and blowed onto a heavy gale, let go the second anchor, and very soon the ice in upon me, making another anxious time, gave the Brig 90 fms of chain on both Anchors, and dragged at that, notwithstanding we was cutting her through the ice all the time, which is no pleasant job in a snow storm like this,



Cumberland Gulf

Brig Isabella, at anchor, at Black Lead Island.

Sunday Nov 3<sup>rd</sup> 1867

Heavy gales from S.E. with snow, the Brig riding hard in the Ice, towards morning the Ice got broken and she lay quite easy, and the gale also moderated, at noon very nearly calm after dinner went to work to get up and clear the anchors, had light air from the N.E. which cleared the Ice off shore, leaving us in clear water, about 4 P.M. got the anchors up and cleared, and then warped the Vessel, farther to the north, or into the north Bight, of Black Lead Island, and anchored close alongside of the Schu Bra, at this time fresh breezes from W. Lay very comfortably the balance of the day.

Monday Nov 4<sup>th</sup> 1867.

Strong breezes from the N.E. to W. with snow, and a heavy swell from the S.E. towards night clear weather, and growing cold, the fresh Ice with some cakes, has been pressing in upon us all day and to night it is from 2 to 3 feet thick around us, and quite hard, the Schu and the Brig are made fast together to keep them (ours) from swinging end wise into each other.



Cumberland Gulf.  
Brig Isabella, at anchor, at Black Lead Island.

Tuesday Nov 5<sup>th</sup> 1867.  
From fresh, to light, and again fresh breezes,  
between W. and N. with clear weather, the  
Gulf as far as can be seen, covered with pack ice  
which is some three feet thick or more about  
the vessel, and sufficiently set together, to  
admit of the passing to and from shore upon it.

Wednesday Nov 6<sup>th</sup> 1867.  
Light northerly winds, and pleasant,  
the ice pressed in heavy on the Brig, and hard  
enough on top to travel on to some distance  
by picking ones way, and yet not hard enough to  
saw, or safe to work on. The Schar Bro's  
stern crowded hard against our starboard  
quarter, and are not able to move either vessel.

Thursday Nov 7<sup>th</sup> 1867.  
Light southerly, and westerly winds, and pleasant.  
The ice as yet in no condition to work on.

Friday Nov 8<sup>th</sup> 1867.  
Very light baffling winds, and fair weather.  
Employed in piling up my blubber on shore,  
and cutting ice for water, in the evening light  
winds from S. E.



Cumberland Gulf.  
Brig Isabella, at anchor, at Black Lead Island.

Saturday Nov 9<sup>th</sup> 1867.  
Light S.E. winds, and hazy, at noon fresh  
breezes, and night, say 4 P.M. it had blowed on to  
a very heavy gale, with snow, ~~cut some fresh snow~~

Sunday Nov 10<sup>th</sup> 1867.  
Very Heavy gales, from S.E. with thick snow,  
at 11<sup>h</sup> A.M. the Ice gave signs of giving away,  
and at 2 P.M. we, the Schrs Bra, & Quicksip  
and ourselves, were dragging out from our  
anchorage with the Ice in one unbroken mass,  
it soon broke up however, and we and the Bra  
coming apart, did each other considerable  
damage, at least we received considerable, and  
the Bra must of received some, but the darkness  
of the night, together with snow, made impossible  
to tell to what extent, the Bra parted from one  
of her Anchors, the other she dragged off, but  
we dragged out both, with the whole length  
of 90 fathom Cables, whether the Quicksip  
lost an anchor or not I could not tell,  
we soon lost sight of both Vessels, and also  
of the Land, although we were surrounded by  
it. to get our anchors to do anything with  
the Vessel underway was impossible, on account  
of the Ice, all we could do was to let her drift



Brig Isabella, adrift in a gale, in Cumberland Gulf,

before the wind, and hope for our anchors to catch the bottom before the Vessel should strike which they did about 5 A.M. and the ice being now well broken up, and principally fresh, it went by us, and we held on, at 8 A.M. we made out that we were on the weather end of a small Island of rocks, with a reef, and breakers about  $\frac{1}{2}$  a cable length distant on the Port quarter, and another stretching out from same Islet across the stern, at about the same distance, and 30 fms of water over the Taffrail, in this condition we of course had been laying since the Vessel first brought up, and all we could do was to do so still, it blowing fearfully all the time, untill towards night when it blew a little less spiteful, sent the Crows nest, and Jockallant Gard down, and got our third Anchor rigged (with 4 links chains &c), ready to let go should we get shoal water enough for them to reach bottom, so ends this eventful day.

Monday Nov 11<sup>th</sup> 1867.  
Fresh S.E. wind, with snow, at 6 A.M., light winds, and very little ice, at 6 1/2 A.M. commenced to get our anchors, at noon



Cumberland Is.

Brig Isabella, at anchor, at Black Lead Island.

was underway, found one fluke of our best anchor broken off. at 4 1/2 P.M. anchored again at Black Lead Island, at 3 P.M. had fresh breeder. The little Island we dragged up to bears N.W. by W. distant about 7 or 8 miles from Black Lead Island, the Schrs. Bro. and Quicksilver got back here before me.

Tuesday Nov 12<sup>th</sup> 1867.

Light southerly winds, and fair weather, at 2 P.M. calm, at 3 P.M. very light westerly air, and pleasant, two or three Whales seen but too much young ice afloat to catch them.

Wednesday Nov 13<sup>th</sup> 1867.

Very light westerly winds, with snow, the most of the day, the young ice from 2 to 4 inches thick, but not much strength to it.

Thursday Nov 14<sup>th</sup> 1867.

Light southeasterly winds, with snow, the wind gradually hauling to the E. and S.E. and North, at this last place it blowed on about 8 P.M. to a strong gale, let go the third anchor, the ice pressed me some but not enough to start the vessel.

Barometer at 27.55 inches, Thermometer about 20 above zero.

The weather warmer for the season the thermometer for the four or five days, ranging from 30 to 18° above zero.



(Cumberland Gulf)

Brig Isabella, at Anchor, at Black Lead Island.

Friday Nov 15<sup>th</sup> 1868.

Strong gales from N. to W. with a great fall of snow, during the fore part of the day, and occasional squalls of it, to the day end. The Ice formed from snow very bad, and pressing us hard in here, the John Quick Step was high, and dry on the Rocks at 3 A.M. and again, as the tide fell at 3 P.M. and although they appeared to be trying to do something, the pressure of the Ice was such that it was impossible to get her off, notwithstanding she was afloat at high tide. We also discovered the Bark Andrews, at Harrison's Island to be ashore, but as she is two miles or more away from us, We are not able to make out anything of her condition.

Saturday Nov 16<sup>th</sup> 1868.

Light southerly winds, and fair weather. The Vessel laying still in the Ice, saved the Ice off outside of the Brig, to give it a chance to go off without pulling us out, if the Ice should start, the ice spots being 10 feet thick, while in other places it would scarcely hold the men. I also run a Hawser ashore, to hold us in,



(Cumberland Gulf.)

Brig Isabella. at anchor, at Black Head Island.

Sunday Nov 17<sup>th</sup> 1867.

Light southerly winds, and fair weather.  
The vessel, laying very comfortable, the Schu  
Leadon has worked into better water, but we  
can see no apparent difference in the situation  
of the Bark Andrews, at Harrison's Island,

Monday Nov 18<sup>th</sup> 1867.  
Light westerly winds, with fair weather.  
tried to move the vessel by cutting away the  
Ice, but after working until noon, gave it  
up, the Ice being in a bad state for cutting  
around her, and from 3 to five feet thick.  
About 1 P.M. discovered the Bark Andrews  
masts to be gone. In the afternoon I put  
some empty Casks on shore, got off some  
fresh water Ice for water, and sawed off  
the Ice outside of the vessel, so it  
should not pull us out of the light in  
case it started. Capt Chester got his  
Schu (the Quicksip) afloat, to day  
with the assistance of Capt Dixon,  
of the Schu Bra, in the afternoon  
had light air from the N, and in the  
evening from N.W. with snow at  
midnight. Strong gales from S.E. with snow.



Cumberland Gulf  
Brig Isabella, at anchor, at Black Head Island.

Tuesday Nov 19<sup>th</sup> 1863.  
Strong gales from the S.E. with snow, at 1 P.M. parted our hawser from the Shore, the Ice setting off from the Land, turned all hands to sawing up the Ice, Schrs Ores, and Trunks to doing the same, at 4 A.M. the Ice was still again, and we lay by until daylight, when all hands again commenced sawing and at noon we had the whole Bay loosened, and it was going out, in afternoon cleared our anchors, and took up the third one, also got hold of our shore line again, but at 6 P.M. had to let go our third anchor again, and slip our hawser, also took in one of our two boats, that are outboard, the others being ashore, wind at this time fresh from the north, before midnight had from S.E. again and the Schrs Ores swinging a bow of us, we had to lash together, altogether it has been a day of great anxiety, and hard work, the Ice though scarcely safe for a man to get on to is from 3 to 9 feet thick, formed of snow, and pressed together, and the dry snow on top of that, about 2 feet deep.

Thermometer nearly up to the freezing point.



(Cumberland Gulf)

Brig Isabella, at anchor, at Black Lead Island.

Wednesday Nov 20<sup>th</sup> 1867.  
Very changeable winds, and weather, the ice  
as far as I can all broken up, yet some of the  
sheets are quite large, but laying almost motion  
less, we have had not less than 20 inches of snow  
fall to day, and yet it has been clear half the time.  
The brig, and S. C. boat, still lashed together.  
Thermometer from 16° to 20° above Zero.

Thursday Nov 21<sup>st</sup> 1867.  
Light northerly winds, with snow all day.  
Thermometer falling from 20° above to 5° below Zero.

Friday Nov 22<sup>d</sup> 1867.  
Light winds from the northern board, weather  
clear, and cloudy by turns, with light snow at  
intervals, in the evening wind from the eastward.  
Thermometer from 6° above, to 2° below Zero.

Saturday Nov 23<sup>d</sup> 1867.  
Moderate breezes from east, and S. E., with fair  
weather, except some little snow, in the evening  
wind baffling from the southern board.  
Thermometer having rose from Zero to 17° above  
it is quite warm, sawed, and cut up the ice  
this morning, ready for another breakup.



Cumberland Gulf  
Brig Isabella, at Anchor, at Black Head Island.

Sunday Nov 24<sup>th</sup> 1867.  
Light baffling, and pleasant, 17° above Zero,  
at 2 Am fresh breezes from N.W. Thermometer  
4° above Zero, and by 8 Am, was 6° below, after  
which time the wind was moderate, in the  
evening wind S.W. and light, with clear weather.  
Thermometer 9° below Zero, The Ice growing  
hard around us.

Monday Nov 25<sup>th</sup> 1867.  
Light northwesterly winds, with clear weather.  
Employed in sawing up the Ice to get, and clear  
the anchors, Capt Packard of the Stranded  
Bark Andrews, made us a visit to day from  
Harrison's Island, Reports he has saved all his  
Bread and Flour, and nearly all his Meat, and  
Provisions, together with all of his small Stores,  
and all their clothing, also about 25 Tons of  
Coal, with Wood &c.

Tuesday Nov 26<sup>th</sup> 1867.  
Light airs from the western board, and pleasant.  
Thermometer 1° and 2° below Zero. Employed in  
cutting the Ice, to get our anchors, Capt  
Packard of Andrews, moved his crew to Black  
Head Island to day, we all sent our Boys to help him,



Brig Isabella, at Black Lead Island, <sup>Gulf</sup> Cumberland

Wednesday Nov 27<sup>th</sup> 1863.  
Light baffling air, and fair weather, employed in getting our last Anchor, and sawing the Vessels down to winter quarters.

Thursday Nov 28<sup>th</sup> 1863.  
Light northwesterly winds, and pleasant, employed in sawing Ice, but the state of it is such, we can hope to move the Vessel but a short distance. I started off myself on a visit to Siusipix Island, to see Capt Buddington.

Friday Nov 29<sup>th</sup> 1863.  
Light westerly winds, and cloudy, with snow. All hands employed, in cutting Ice to move the Vessels, under the supervision of Capt Tison, but as we got out of the Bight found to thick and hummocky to get any farther, and had to give it up. at 6 P.M. I got back from Siusipix. at 5 P.M. clear weather.

Saturday Nov 30<sup>th</sup> 1863.  
Light westerly winds, with snow. Employed in landing Blubber. We the Schms, Bra. Leicketep, and ourselves now consider that we are in our winter quarters.



Brig Isabella, at Blacklead Island, Cumberland Gulf

Sunday Dec 1<sup>st</sup> 1867.  
Fresh breeze from N.W. with snow, at 9 A.M. clear weather, commenced work in sledging blubber ashore, at 11 1/2 A.M. strong gales, and so tedious for the men, so lay for the day.

Monday Dec 2<sup>d</sup> 1867.  
Strong westerly winds, with clear weather. Employed in getting blubber ashore, and getting off ice. Turned the Steward into the Herceastle, for his filthiness, and persistent neglect of duty.

Tuesday Dec 3<sup>d</sup> 1867.  
Light N.W. and pleasant. Employed in landing blubber, got the last of it ashore, in the evening snowy.

Wednesday Dec 4<sup>th</sup> 1867.  
Moderate N.W. winds, with snow.

Thursday Dec 5<sup>th</sup> 1867.  
Fresh N.W. winds with snow, about 5 A.M. the wind changed to S.E. and blew on rapidly to a very heavy gale, the snow flying so one could



Inlet,

Brig Isabella, adrift in the Ice, in Cumberland

not look to windward, in the afternoon the gale began to moderate, but the swell coming in under the Ice was breaking it up outside very fast, and by 3 P.M. the broken Ice was within the south point of the Island, at 5 P.M. it was loose from the shore all around, and we were swinging in a large flaw piece, at 7 P.M. this piece broke up, and as we could hope no longer to hang on here I reefed the sails, and otherwise got ready for what might happen, about this time a few minutes earlier Capt Chester (of the Scho Quickstep.) with all but four of his crew left the Vessel, and went ashore for safety, the four which remained, I believe stayed on board of their own choice, about 8 P.M. the Ice crowded the Bra and Quickstep so foul but they got clear again, and about 9 P.M. We and the Bra was crowded so foul, and as there chance of our getting apart we made fast together, at this time we are some ways from where we were lying, and are slowly working out by the Island to the N.W. or into what is called N bay, we may however get crowded as here before we get by the point, wind now quite moderate, and heaving occasionally to the westward, so well,



Outside of Black Lead Island, Cumberland Isl.  
Brig Isabella, tied up to the Shore Ice on the

Friday Dec 6<sup>th</sup> 1867.

Moderate northerly winds, the Vessel quite still, about 1 A.M., the Brig began to drift down through inside of of the Island, towards Harrison's Point, about daylight the wind veered again to the S.E. and blowed on to a heavy gale, at noon it moderated, and the ice blacked, giving me some hopes of getting back to at least, a place of partial security, at 1 P.M. the Sch. Bra and myself made a little sail, to work the vessels apart, but it was near two hours before we could separate the two vessels, and both sustained some injury in effecting it, but after getting clear of each other, we pressed on sail to reach a stream of clear water in shore leading to the flaw inside, but the changing rapidly from S.E. to S.W. baffled both in the attempt, and I fell into the same water outside of Black Lead Island, and as I then saw no other chance of saving my vessel I run her for the shore ice, to make fast to it, but struck the ground a few feet from it at half tide, and as the tide was going out she was soon on her beam ends, but without



Island, Cumberland Int't

Brig Isabella, laying to the shore ice, at Black Bear

injury, packed up clothing, and small stores, and took them ashore going dry footer at low tide, also got ready to warp the Brig into a place of greater security if an opportunity offered, when the tide came again.

Saturday Dec 7<sup>th</sup> 1867.  
Light westerly winds, and pleasant, as the tide made in the Pack set out to the Leeward and before the Brig floated began to shove her into the shore ice, making it impossible for me to do more than to secure her there when hard in, which I did with chains, and pawls, and a guy from Mast head to keep her upright, at daylight commenced putting my provisions on shore. the Seers' Coa, and Quicmetap insight, dripping down the Gulf.

Sunday Dec 8<sup>th</sup> 1867.  
Employed in getting provisions. &c on shore also in getting sails, and other materials ashore for building houses to live in through the winter, as there is no surety of the vessels being saved, although as yet, she has received no injury, except a little chafe on the shoeing of the Keel.



(Island, Cumberland Inlet)

Brig Isabella, tied to the Ice, on the outside of Black Ice

Friday Dec 20<sup>th</sup> 1867,  
The time between this and the 8<sup>th</sup> has been  
passed in getting things out of the Brig, and  
building houses, to live in, and getting settled  
the vessel still lays without further injury  
than the loss of some of her shoeing, but there  
has been no chance to do anything further for  
her safety, than what had been previously done,  
Could I get her two or three hundred yards from  
where she now lays, it is the opinion of experienced  
men here, that she would be very safe, and safer  
as she is than in the Pack.

Capt Jison of the Stern Era, and the remainder  
of the Quicksnip crew have deserted those Vessels  
and they are now left alone as report says  
about  $1\frac{1}{2}$  miles from shore, and say 15 miles  
from this Island down the Gulf.

Thursday Dec 26<sup>th</sup> 1867,  
From the 20<sup>th</sup> until to day we have had  
fine weather, wind varying from N to W,  
sometimes strong, and at others light.

Thermometer from about Zero to 16 below.

To day we have a strong S.E. gale, but  
although it has broken up all the Ice



(Island Cumberland Gulf)

Brig Isabella, embedded in the Shore Ice, at Blacklead  
outside of the Island as far as can be seen, it  
has not effected the Brig in the least, she still  
laying embedded in the Shore Ice, and square on  
her Keel, I now have but little fear but what  
I shall, as I first hoped to do, get her off all  
right in the Spring. We are in the mean  
time as comfortable as can be expected, in  
houses with only dail coverings, in these  
Arctic winters, We make visits to one another &c.  
Two days later, the Schoa Era, and  
Quichep, are all right, the Ice not  
having broke from the land where they lay.

Wednesday Jan 1<sup>st</sup> 1868.

The last few day few days have been pleasant  
with fresh northerly winds, Thermometer  
mercurizing about 27° below Zero.

The Brig is all right as yet, requiring but  
little more attention than the slackening  
of her fasts as the Shore Ice shoves her off.

Wednesday Jan 8<sup>th</sup> 1868.

Light westerly winds, and pleasant, and  
for the last two or three days the weather  
has been about the same, and the wind



Island Cumberland Gulf

Brig Isabella, embedded in the shore ice at Baker

has been constantly from the 20<sup>th</sup> and W. since the first, with clear weather, but sometimes quite strong. On the 4<sup>th</sup> Mr Bailey my 1<sup>st</sup> Officer started up the Gulf with a dog team on a trading expedition.

On the 6<sup>th</sup> the ice gave way from the land and set down the Gulf, while the natives were out sealing, I put off a boat and brought them off the ice. they were some scared if not more.

"the Brig is all right yet."

This evening Mr Chipman of the Saba Ora came up to pay us a visit from Chumk Head, and reports the vessels all right down there as yet. "may they may they come out all right in the spring" is my prayer.

Friday Feb 7<sup>th</sup> 1868.  
Clear cold weather. The Brig all right as yet. The second day of this month, the Gulf was opened up within two or three miles of the Seven Islands, but the head of the water is now about abreast of this Island, and about 7 miles from the land. Yesterday I got back from



Lead Island Cumberland Gulf.  
Brig Sabella, laying in the shore ice, at Black

a trip around the head of the Gulf to the  
Esquimaux and brought a couple of boat  
sleds which I borrowed, some seal meat,  
&c which I bought of the natives,  
my own natives having hitherto caught  
but very few seals, but are now catching  
them quite plenty,

Monday March 30<sup>th</sup> 1868.  
Fine clear weather, but cold, making  
preparations to move on board of the brig.  
She has stood the pressure so far very finely.  
I should not move on board yet only that  
I want the materials in the houses to work  
with. I have got a great deal to do, but a  
little while to do it in.

Wednesday Apr 1<sup>st</sup> 1868.  
Moved the sailors on board to day, and  
took their house down.

Saturday Apr 4<sup>th</sup> 1868.  
Moved the afterguard on board to day,  
and since the first have been employed  
in repairing, and bending sails, and otherwise.



Island Cumberland Gulf  
Brig Isabella, laying in the Shore Ice at Black River

putting the Vessel in order.

Yesterday Capt<sup>Edwards</sup> had another auction  
and sold a few sails, and his Ice saws.

Sunday Apr 12<sup>th</sup> 1868.  
The last week has been clear, with  
northerly winds, and for the most part  
fresh, and the weather very cold for the  
time of year, have been very busy  
however, repairing and bending sails,  
making Sents for the Flaw Whaling,  
repairing Boats, &c, &c.  
We now consider the Flaw from 6 to  
5 miles from the Island

Sunday Apr 19<sup>th</sup> 1868.  
Last Monday was a cold, windy, but clear  
day, Tuesday light winds from S.W. with  
snow, Wednesday & Thursday strong gales  
from N.W. and clear, Friday light  
winds, and pleasant, and Capt Simons  
of the Scotch Brig Alert went to the  
Flaw with three Boats crews. Saturday  
light southerly winds, and light snow,  
and to day we are having fresh south-



Island, Cumberland Gulf

Brig Isabella, lying in the shore ice, at Blackton  
easterly winds. with light snow, have  
been hurrying up things all the week,  
getting Boats in order, and Building sleds  
and ~~so forth~~ preparatory to the plan  
Whaling. In consequence of my disaster  
last fall I have had a great deal to do  
and have yet a good deal more to do  
before I can get my Boats away, but  
as yet there is no chance to do anything  
at Whaling. I have two Whales yet to  
take care of. and the Position of the Brig  
gives me great uneasiness.

Sunday Apr. 26<sup>th</sup> 1868.  
During the first five days of the last  
week we had the weather quite changeable  
winds mostly light. and a good part of  
the time southerly, with snow nearly all  
the time. the last two days strong gales  
from the N.W. with some snow  
at first, but finally clearing up,  
have been employed in trying to cut  
the Brig off shore, by cutting up the  
ice and sliding it away, and in com-  
pleting our preparations, for taking the  
Boats to the Glaw, for Whaling.

To day



Island, Cumberland Gulf  
Brig. Isabella, lying in the Shore Ice, at Black Sea

to day it has been very pleasant, though the wind has been quite fresh from N.W. at 6 O'clock this evening, Capt Isaac Allen, arrived here from the Kregatanis, on a short visit, or rather on business.

Tuesday Apr 28<sup>th</sup> 1868.

Yesterday had fresh N.W. wind, with clear weather. Sent 3 Boats, with Tents &c to the Flow, the men all coming back, at night. This morning sent two Boats crews to the Flow, to remain, and try for a Whale, should an opportunity offer, there was one Whale seen yesterday. Capt Allen left here again at 10 A.M. Monday.

Thursday Apr 30<sup>th</sup> 1868.

It has been quite pleasant, yesterday, and to day, "though cold for the season, had two Boats into the water yesterday, and to day but they saw nothing, and there was too much snow to work, had there been Whales, the Scotch Boats reported one or two Whales seen, and I heard of two seen in the Young Ice down the Gulf, by Capt Tyson, the



Island, Cumberland Gulf  
Brig Isabella, laying in the Shore Ice, at Black Lead

men at the Brig employed in cutting the  
Ice out around her, While the Cooper and  
myself have been employed in making and  
repairing sleds, I have now five good ones  
and without any more smashups, I hope  
to have no more of that kind of work to  
do, and yet I see no end of work, I have  
a good many Casks to repair, Damages  
about the Vessel to repair, two sails, a  
Topsail & Foresail to repair, an Anchor  
to stow, a Cat Head to make, and two  
Whales Blubber, and Bone, buried up in  
the snow to take care off, and things to  
dig out of the snow, and get on board,  
but just now the Brig herself demands  
the most immediate attention, as her  
position in the Ice is such, that she  
may be bilged on any falling tide, and  
the liberating of her is a very slow and  
laborious job, as we have dig the Ice to  
pieces with whatever tools we can make  
work best, haul it out with hooks, and  
draw it out of the way on sleds, to night  
I had a chance to descend to the bottom, at  
low tide, and found 3 fms alongside the vessel  
(the tides are now at neap)



Island, Cumberland Gulf  
Brig Isabella, laying in the shore ice, at Black Lead

Sunday May 3<sup>rd</sup> 1868.  
The last three days the winds has been a little variable, but mostly from S.W. and moderate with clear weather. The young ice making rapidly, no boats have been put into the water since Thursday on account of it. Last night I had relieved the Vessel from the pressure of the ice, and she came up on her bearings, but to night the ice is again crowding her quite hard, the inshore ice breaking, and crowding out against her with every rise and fall of the tide, and it now slides down much faster than it has done any time before since the Vessel has lain here, and it goes under, as well as to come against her, making it very uncomfortable on board by its heaving her in all sorts of positions, as well putting the Vessel in great jeopardy.

Sunday May 10<sup>th</sup> 1868.  
The weather during the past week has been on the whole, cold and unfavorable. Two Boats at the Glen but they but they did nothing until Friday afternoon when I sent them off for the Head of the



Brig Isabella, laying in the Shore Ice, at Blackhead  
Glow, Cumberland Gulf

but they returned after getting up five or six miles, one of the Boats proving leaky from a bruise, Saturday morning they started again, have been to work with the men at the Brig, in sawing Ice to ease the Vessel, getting provisions and things on board, and mincing and casking up Blubber taken last fall, and as it is still frozen a good deal, it is slow work. To day I went to the Glow and got the stowen Boat, and took out another one. at 7 P.M. made out my Boats coming down the Gulf with a Whale, at 11 P.M. they had it to the Glow edge, and I was there with all hands to cut, and take care of it. So ends this week.

Monday May 11<sup>th</sup> 1868.

Fresh N.W. winds, and clear cold weather. Employed in cutting our Whale, and sledging in the Blubber, at noon moderate, in the afternoon sent two Boats up the Gulf after another Whale, by night had this one sledged in about one mile from the Glow edge, and two sleds loads, of Blubber and the Bone to the Land.



(Island, Cumberland Gulf)  
Brig. Isabella, laying in the Shore Ice, at Blackhead

Wednesday May 13<sup>th</sup> 1868.

Yesterday we had quite a moderate day, but it has been blustery enough to day to pay up, finished hauling my Whale to the land to day. The Ice is pressing the Brig pretty hard, but I think the first westerly gale will now liberate her, in the evening heard from my boots coming with a large Whale.

Thursday May 14<sup>th</sup> 1868.

At 2 O'clock received a note from the mate saying he had got down with his Whale, and at 3 O'clock (A.M.) I turned out all hands and started for the flaw, a distance of six miles to cut the Whale, at 6 1/2 P.M. had the Whale cut and hauled up a short distance from the flaw edge, when we all started in for the Brig (except the Mate, and his Boatstewer) with the Bone, it was about 10 P.M. when we got on board.

Friday May 15<sup>th</sup> 1868.

at 5 A.M. turned all hands out, and sent them to the flaw to haul the blubber in about 1/2 a mile farther, and then bring a load to the land, they got back about 1/2 past 9 P.M. the weather has been fine to day, but looks like a storm, at 11 P.M. wind S.E. and snowing.



# Brig Isabella, Release at Blacklead Island,

Saturday May 16<sup>th</sup> 1868.

Strong gales from S.E. and snowing. at 2 P.M. started all hands to the flaw to bring in the Boats, cutting gear, and whatever else they could, fearing the Ice would break up. at 11 $\frac{1}{2}$  A.M. they returned about this time. the wind changed suddenly to the N.W. and about 1 O'clock P.M. just as I was about to start my men and Dogs to the flaw again. for blubber, and the Tents, the Ice gave way from the Island and commenced drifting off shore, liberating the Brig. as soon as I could get fixed to do so I set two natives onto the Ice with the Dogs to bring the tents across, for themselves, I had already sent for Mr Bailey, my mate by Capt J.C. Packard. at 3 P.M. I sent a Boat to the Ice to get the natives but they could not see them, and it blowing on suddenly to a gale they were forced to leave to save themselves, there was 4 Boats, and crews however on the Ice, when my Boat left, and my two natives probably went with them, the Dogs of course are all lost, my mate came on board with Mr Wye, and my own Boat got to the Vessel a few minutes later, they had all they could do to reach the Island.



Brig Isabella, on the Rocks, at Blacklead Island,

I started the Brig about 3 P.M. from her winter berth and had warped about half way to the south end of the Island, when it blew so heavy to trust her to ropes any longer, and I dropped the anchor close in to the rocks and held on. her Bottom is a complete Ice Berg the Ice projecting under water, upon either side from six to 7 feet, in points and jags, making the Vessel entirely unmanageable.

Sunday May 17<sup>th</sup> 1868.

Strong gales from N.W. with snow, at 1 P.M. it moderated, and we commenced hauling ship to a place of safety, but had proceeded but a little way before we caught a ground in  $1\frac{1}{2}$  feet of water and as the tide was falling, we could not get off, and so have to wait for next high tide, in the evening very nearly calm.

Monday May 18<sup>th</sup> 1868.

Slight northerly winds, and pleasant, at  $1\frac{1}{2}$  A.M. got afloat, and at 5 A.M. the Brig was once more in a place of comparative safety. at the place between Blacklead Island & Harrison Point, used up the day in backing her in to the Ice, & getting ready to melt snow, for sea stock of fresh water.



Tuesday May 19<sup>th</sup> 1868,  
Fresh N.W. winds with clear weather, employed  
in melting snow for water, (made about 40 Bbls)  
and making our final preparations for a cruise.

Wednesday May 20<sup>th</sup> 1868  
Light N.W. winds and pleasant, about 9 a.m.  
got underway for the head of the water, but  
the vessel worked very badly owing in part  
to the quantity of Ice still adhering to her,  
and partly to the bad condition of her bottom,  
at 10 P.M. fell in with Whales at the head  
of the water, and tied up to the Ice.

Thursday May 21<sup>st</sup> 1868,  
Fresh gales from the N. with clear weather,  
saw a number of Boats, some from both sides  
of the Gulf. Also saw quite a show of Whales,  
and got a small one, in the evening cloudy,  
and moderate, the Ice broke off a good deal.

Friday May 22<sup>nd</sup> 1868,  
Very light airs from N.E. at 4 a.m. cast off from  
the Ice, towards night fresh winds from N.W.  
tied up again, saw three or four Whales, and  
chased, but without success.



Saturday May 23<sup>rd</sup> 1868.

Strong gales from N.W. the Brig tied to the flaw, lowered for one Whale in the morning. Mr Lamb went on with the native crew, and Misses. I did not care much however, as it was blowing so we could hardly if saved the Whale. In the afternoon it moderated saw a small Whale, and chased it until near midnight without success, at midnight light air from N.E.

Sunday May 24<sup>th</sup> 1868.

Light air from N.E. the vessel lay to the flaw, at 1/2 A.M. Capt Packard towed a <sup>Whale</sup> small he had caught to the flaw near the Brig, and I went outside him, and as he could only save Bone. he gave the Whale if would cut the Bone out for him. I accordingly took the Whale to the Brig and cut it. By the time I got the Whale in, the wind was around to the S.E. and blew on rapidly to a gale, was obliged to carry sail very low to keep off the Ice. At 3 1/4 P.M. lost Harry Nuttall, together with the Labrador quarter Boat, and all her Whaling apparatus, Harry was in the Boat.



moussing the tackle hooks, preparatory to  
hoisting her up. when the foreward davit broke  
off precipitating him overboard, it was  
impossible to do anything to save him, although  
I made an attempt, as he sunk so quick,  
towards midnight it moderated, we have  
tried the pumps quite often to day, and are  
quite pleased to find the vessel makes no  
water after her severe trial through the  
winter,

Monday May 25<sup>th</sup> 1868,

Strong gale from S.E. with snow, but mod-  
erating, at 7 a.m. moderate breezes, at 9 a.m.  
very nearly calm, and soon after light  
winds from N.W. which veered towards  
noon to S.W. in the afternoon it backed  
on quite fresh, working the vessel in  
for Blackhead Island, at about 6 P.M.  
found that the Brig was making water  
and on examination in the hold, found  
the water half way up on the ground tier  
casks, all sorts of opinions was offered  
as to how the water came there, but my  
conclusion is, that the vessel has made



it by a general leak, during the severe of yesterday, and last night, especially as we got no water from the pumps, of any account and can get none now, broke out the ground tier aft and at about 11 P.M., commenced bailing with a whip, and Sub. - so ends.

Tuesday May 26<sup>th</sup> / 868.

Moderate S.W. and pleasant, at 1/2 A.M. got the Vessel to the blow between Black Bear Isle and Rogers Island, and made her fast, and turned our attention to bailing, at noon had got the Vessel comparative free, but found a stream of water coming from aft, searched for it as far as we could get, and fearing it he might go down as the ice thawed out of I hauled close over to Black Bear Island, and commenced putting my provisions on shore and getting ready to clear the coal out of the Vessel that I may cut away there and see if I can do anything to stop the water, as there is now no place where I can lay her ashore, with a minute safety, and still have to whip out water constantly with one watch to keep her free,



Wednesday May 27<sup>th</sup> 1868.

Light variable winds, and cloudy, I might almost say fog at times, towards evening the wind appeared settled to the northward, with snow. Employed in landing Bone, Blubber Provisions, and searching for the leak, I have traced it so far aft there is no chance of getting at it from the inside it is also low down. The Brig laying at the flaw off the South end of Blackwell Island,

Thursday May 28<sup>th</sup> 1868.

Light variable winds, and weather. The Brig tied to the flaw. Employed in ~~winching~~ ~~and casking up~~ winching and casking up Blubber on shore, and pumping on board, I have concluded to let the ice upon the inside of the Vessel thaw off a little, and see if the leak increases in by it or not, before leaving the Island. I can do nothing towards stopping it at present, as there is no place now to lay ashore, without being exposed to the sea. I have lots of advice from all quarters, but every bit of it, in my opinion is intended for the destruction of the Vessel.



Friday May 29<sup>th</sup> 1868.  
Light baffling winds from the northern  
Coast and thick snowy weather, with  
some signs of a S.E. wind. Employed in  
taking care of Blubber on Blacklead Island  
and looking after the Brig. Since getting  
everything out of her. She does not leak near  
as much, her leak may now be put down  
as between 800 and 900 strokes per hour  
moved the Brig over towards Harrison's  
Point for a better lee for a southeaster,  
in afternoon it cleared up, with moder-  
ate breezes from the N.W. a Bark  
reported in sight down the Gulf heading  
up, probably a Scotch Whaler.

Saturday May 30<sup>th</sup> 1868.  
Fresh N.W. winds, with clear weather. Employ-  
ed in taking care of Blubber on Blacklead Island.  
The Brig lying at the Flaw near Harrison's Point.  
Bark Lanthus, of Peter Head, Scotland,  
(Capt. Mills) arrived at Blacklead Island today.

Sunday May 31<sup>st</sup> 1868.  
Fresh gales from the N. and clear weather, the  
Brig enclosed onto the Flaw by drift Ice.



Monday June 1<sup>st</sup> 1868,  
Moderate westerly winds, and pleasant,  
the Brig tied to the flaw between Blacklead,  
& Harrison's Islands. Employed in taking  
care of blubber, and got it all put up to day,  
towards evening fresh gales, with snow squalls  
until about midnight, the leak about the same

Tuesday June 2<sup>nd</sup> 1868,  
Light N.W. <sup>(winds)</sup> and pleasant. at 4 A.M. called  
all hands, and got underway for the head of  
the water. (Mr Bailey, the first officer sent  
his chest ashore last night on learning that  
I intended getting underway in the morning.)  
Left my cooper on Blacklead Island, to  
look after my Oil, Bone, Provisions &c,  
at 7 P.M. was in sight of the water head,  
at 11 a.m. were close into the flaw, wind light  
and baffling, worked to the westward, saw the  
Bark Hawthus, and Scho. Era, and Quicksip

Wednesday June 3<sup>rd</sup> 1868,  
Light air from the S.E. which gradually  
freshened to a fresh breeze with snow,  
towards noon light baffling winds, at noon



moderate winds from the westward and pleasant  
at 3 P.M., strong breezes from N.W. and at  
5 P.M. heavy gales from N.W. the breaking  
some 20 miles up the Gulf from us, and coming  
before the gale, picked up three boats, and  
crews of Natives, and Scotchman belonging to  
the brig Alert, Capt Salmon, and put away  
for Blacklead Island for shelter from the  
Ice, where I anchored at about 9 P.M., and  
the people I picked up ashore, found the  
Lunickatip, here, and the Ora soon came in.

Thursday June 4<sup>th</sup> 1868.

Heavy gales from N.W. the Brig at anchor  
under the lee of Blacklead Island, at 2 A.M.  
saw the Ice was coming in upon us, and called  
all hands to up anchor, but everything was so  
frozen up that we could start the Windlass  
until I heat water and thawed out the nippers  
which took up so much time that the Ice  
came upon us dragging the Vessel off the bottom  
with 60 <sup>lbs</sup> cable out, at 8 1/2 A.M. had got  
the Anchor up, and the Vessel underway,  
but we had drifted so far to the westward to  
get back; and as the Ice was fast closing



in on the west shore, I put away to the south to get around the Ice, at this time I think Quicksnip was ashore on Harvisons Island, but could not tell for certain, I did not get by the Ice on the west shore until past Chamber Head, where it made off and down the Gulf, we ran along the edge of it under easy sail looking for a chance to get by or through it, Borden & Hantus in company

Friday June 5<sup>th</sup> 1868.

fresh breezes from N.W. with clear weather, at 2 A.M. got by the lee end of the Ice, about 20 miles below Hurms Island, at 4 A.M. light baffling winds, towards noon moderate breezes from S.E. and finally fresh breezes with light snow, steering up the Gulf along the east shore, where the water is quite free of Ice, at 7 P.M. hove to under short sail off Middle's and the Mate of the Brig Alert came off from the Land to my vessel for assistance I hoisted up his Boat, and made him and his Boat's crew comfortable, they were carried down the Gulf by the Break, and were out of eatables, and have suffered a good deal, soon after this strong S.E. gales, and snow.



Saturday June 6<sup>th</sup> 1868.  
Strong gales from S.E. with snow got  
enclosed by large pieces of flaw Ice, towards  
night it moderate, and the wind came  
around to the westward, the Vessel still  
holds her leak about the same,

Sunday June 7<sup>th</sup> 1868.  
Heavy gales, strong gales, and moderate gales  
from the westward, the Brig bound in  
with the Ice, and driving down, and across  
the Gulf, a good deal of snow falling in  
squalls, the Brig got caught in a nip to  
day between two very heavy flaw pieces, and  
I think strained her very hard, at least  
it has caused her to leak just about as much  
again as she did before, the leak is now  
about 1200 strokes per hour, and occasionally  
1400 per hour. My folks thought they  
saw the Hanthus ashore to day on the  
Middies, but as she was seen only for a  
moment between the squalls, there could  
be nothing certain made out, we are  
now a little below the Middies, and  
drifting down to Wurns Island quite fast,



July 8<sup>th</sup> 1868. (Monday)

Moderate westerly winds, and a part of the day very light, the Brig enclosed by Ice just north of Munn's Island, a plenty of clear water in sight, and hard at work, part of the time with all hands, to get the Vessel, at 11 P.M., or near midnight light winds from S.E.

Tuesday June 9<sup>th</sup> 1868.

Moderate S.E. winds with clear weather, at 3 A.M. got out of the Ice, into clear water steered for Blackhead Island, at 8 A.M. luffed to off Harrison's Point, and shortened to sail, to ride out another gale, at 10 A.M. were haying under storm sails only, the mate of the Alert chooses to remain on board it being too rugged to land, at 11 A.M. blowing very heavy from about E.S.E. with snow, at midnight it had begun to moderate,

Wednesday June 10<sup>th</sup> 1868.

Strong gales from E.S.E. with thick snow, the wind however was fast falling off, at 3 A.M. were in between Blackhead, and Harrison's Islands, at 5 A.M. quite moderate. Tied the Brig up to the flaw Ice between Rogers, & Harrison, Islands.



Cumberland Gulf  
Brig Isabella, lying at the flaw, at Blackhead Island,

at 9 A.M., light baffling winds, and cloudy, got underway and worked over under the lee of Blackhead Island, and tied up to the flaw there at about 3 P.M., commenced getting my provisions on board again, towards evening the wind set in again from the S.E. and the pack ice being close in with the land outside, was soon set in upon the vessel,

Thursday June 11<sup>th</sup> 1868,  
Light, and rather baffling winds, with fair weather, employed in getting provisions on board and lashing two iron flukes anchors together so as to make one good one, the Brig lying at the flaw, and a small pack in upon her,

Friday June 12<sup>th</sup> 1868.  
Light northerly winds and fair weather. Employed in rigging up, for a cruise with the boats up the Gulf, I can send but two boats however, as my second, and third mates are both laid up, the latter by a sled load of meat running across him the night before last, and the former has been used up all the spring with the dysentery;



Island. Cumberland Gulf  
Brig Isabella, lying at the flow, at Black Lead

Saturday June 13<sup>th</sup> 1868.

Light northerly winds, at times calm, the weather fair. Sent two Boats up the Gulf to try for a Whale, Employed in getting our wood we left behind. & rather what there is left of it on board, and various other articles, also in setting up Hooks.

Sunday June 14<sup>th</sup> 1868.

Moderate N.W. winds and fair weather, done but little of anything to day but pump Ship.

Monday June 15<sup>th</sup> 1868.

Light air from N.W. a part of the day, but otherwise calm, with fair weather, the Pack in upon the Island so there is no getting away at present. Sent a dog sled up the Gulf to see how the flow, and Whaling is. Also sent a boat to Harrison's Point to get some wood from the wreck of the Andrews, but they could not get to her for the drift ice. I have now two Officers, and two Seaman, off duty sick, and I am completely off the Hooks myself.

Tuesday June 16<sup>th</sup> 1868.

Very nearly calm, with fair weather, what little wind there is, is from the N.W. & the Ice the same as yesterday. Three Boats tried to get away from here to day but could not.



(Cumberland Gulf,  
Brig Isabella, lying, tied to the flaw, at Blacklead Island

Wednesday June 17<sup>th</sup> 1868.  
Moderate S.E. winds, with fair weather.  
Employed in pumping ship, and doing a little  
timbering in the carpenters line. The Brig imprisoned  
with pack ice. My dog team returned yesterday  
and reported that the ice was so bad that he  
could not reach New Boyer, where it should  
of communicated with my boats.

Thursday June 18<sup>th</sup> 1868.  
Moderate S.E. winds and cloudy, no ice in  
sight out in the Gulf, it all having drove up  
out of sight, but a patch of the pack holds  
the Brig a prisoner. in the evening strong gales  
with snow. One of the sick men forward is  
around again, and my own health is some better.  
The doctor says I have had a severe attack of the  
Congestion of the Liver.

Friday June 19<sup>th</sup> 1868.  
Strong gales from S.E. with thick, and constant snow  
from some reason or other, the leak of the Brig  
has been scarcely  $\frac{1}{4}$  its usual amount to day.  
The men forward, that have been sick are  
again on duty, and Mr. Abarrow 2<sup>d</sup> Officer  
is able to be around a little, and I am better.



Cumberland Gulf  
Brig Isabella. Tied up at the flaw. at Blacklead Island

Saturday June 20<sup>th</sup> 1868,  
Light northeasterly winds, with snow, in  
the afternoon light N.W. and N. winds, with  
half foggy, half snowy weather, got a small  
cask of fresh water from shore, all I could find.

Sunday June 21<sup>st</sup> 1868,  
Part of the day, had a fresh breeze from S, and  
a part of it very nearly calm, with fair weather,  
Bought 400<sup>lb</sup> Bear of Brig Alert, of Peterhead  
Capt Wm. Salmon. Saw a steamer in the  
Gulf working through the Pack, in the evening  
it came on to snow,

Monday June 22<sup>nd</sup> 1868,  
Very light, and variable winds, with thick  
snow, until about 9 A.M. when it cleared  
up, and the rest part of the day had fair weather  
Moved the natives all on board, and got ready  
for a start up the Gulf, there being a little  
open water close along the land, and shore ice,

Tuesday June 23<sup>rd</sup> 1868,  
At 3 A.M. got underway with light winds  
baffling from N.W. to W. with snow squalls,  
at midnight was up within about 6 miles of  
New Bergen, and my boats came on board. had seen one whale



Blacklead Island  
Brig Isabella, working up Cumberland Gulf, from

Wednesday June 24<sup>th</sup> 1868.  
Very light northwesterly air with snow  
Working the Brig up for New Bozen, at 5 P.  
A.M. tied up to the flaw, at New Bozen,  
the remainder of the day calm and pleasant  
Got a couple of casks of fresh water off the Rock  
No Whales seen, found two Ships Boats here.

Thursday June 25<sup>th</sup> 1868.  
Light air from N.W. and pleasant, the Rock Ice  
about 4 or 5 miles off shore, at 4 A.M. got under  
way and worked up the Gulf along shore, at  
9 A.M. saw a Whale one rising, also saw a sail  
up the Gulf, at 2 P.M. was up to the flaw, and  
about midway of the Gulf, and 12 or 14 miles  
below the 3 Islands, saw two Whales, lowered  
structure, and killed one, at 5 P.M. tied up to  
the Ice, and hauled the Whale alongside, and  
commenced cutting at 11 P.M. took a Whale  
alongside to cut for Capt. Rackham, I to give  
him the Bone, and take the Oil myself.  
So ends, saw several other Whales.

Friday June 26<sup>th</sup> 1868.  
Fresh N.W. and heavy weather, employed in  
cutting, at 3 P.M. got the abacus &c —



Brig Isabella, lying at New Bozan, Cumberland Gulf.

cleared up, and sent all hands below for a sleep at 7 P.M., it began to look a good deal like a storm, cast off from the Ice and made all sail for New Bozan, where I tied up again to Ice at 11 P.M. so ends, they tell me there was a great show of Whales here yesterday, there was one killed, and lost in the Ice, and one missed by somebody, but none got,

Saturday June 27<sup>th</sup> 1868,  
Fresh N.W. gales, with occasional snow squalls  
Employed in Boiling,

Sunday June 28<sup>th</sup> 1868,  
Fresh N.W. and W. winds, and pleasant,  
Employed in boiling, In the evening wind  
from the Southern board, with light rain,

Monday June 29<sup>th</sup> 1868,  
Light southerly winds, with light rain & snow,  
Employed in boiling, and thawing Ice out of Casks,

Tuesday June 30<sup>th</sup> 1868,  
Strong S.E. gales with rain, at 7 A.M. fair  
weather, latter part fresh N.W. winds, and  
pleasant, Employed in boiling, and stowing down,



Brig Isabella. at New Boyan. Cumberland Gulf

Wednesday July 1<sup>st</sup> 1868.  
Very light air from the N. and pleasant  
in the morning, but most of the day calm,  
in the evening light winds from the W.  
for an hour or two and then calm again,  
set out to start up for the flaw again  
but finding that my skates had all gone  
off sealing, I had to put it off.

Employed in boiling, at 11 $\frac{1}{2}$  P.M., my  
skates returned, got underway with the light air  
from S.W. and steered up the Gulf.

Thursday July 2<sup>d</sup> 1868.  
Light air from S.W. and pleasant, at 4 a.m.  
Moderate breeze from the westward, steering  
up the Gulf, at 9 a.m. were up to the flaw  
steered to the E along it, and across the, saw  
steamer Jay, and two sail vessels, at noon  
calm drifted onto the flaw with the flood  
tide, and the wind springing E up from the  
south was obliged to lay there, at two P.M.  
Rain and snow by turns, saw no Whales,  
at 9 P.M. got away from the flaw but it  
being away calm, we soon up against it  
again, with a flood tide, employed in boiling  
also stowed down a little Oil.



Brig Isabella, Cruising, in Cumberland Gulf.

Friday July 3<sup>rd</sup> 1868.

Light southerly winds, and pleasant, the Brig beset against the flaw, with the wind, and some loose ice finished hoisting, and stowing down my Oil, about 2 P.M. succeeded in getting the Brig under command and worked over to, and to the S. of the Keegatan Islands, 4 Sails in sight, but no one appears to be doing anything, and I have seen nothing that looks like Whales myself.

Saturday July 4<sup>th</sup> 1868.

Very light westerly winds, and clear pleasant weather. Cruised in the vicinity of the Keegatan Islands, and along the flaw, but saw no Whales, so a good many boats, out looking for Whales, but none of them appears to be doing anything. The day has been a very different one with me, from what our Independence day, has probably been with friends at home. At 10 P.M. tied up to the flaw.

Sunday July 5<sup>th</sup> 1868.

Light N.W. and W. winds, and pleasant. The Brig tied up to the flaw. 4 Sail Vessels, and two Steamers in sight, all of which are tied to the flaw. Saw two Whales one rising each, Caught 1 White Whales. and two Seals, (my Natives shot them)



Brig Isabella, Cruising in Cumberland July

Monday July 6<sup>th</sup> 1868.  
Light baffling winds from N. to W. with  
a little rain, a little snow, and a little fog  
in the morning, otherwise the day was pleasant.  
Employed in boiling White Whale Oil, also  
got 6, and have a number more killed which  
I have not got to the Brig, 8 Sails in sight  
two of which are froze up in Penny's Harbor,  
at 6 P.M. stoped boiling, to sled Blubber,

Tuesday July 7<sup>th</sup> 1868.  
Very light westerly winds, and pleasant, the Brig  
tied to the flaw, Employed in sleding in White  
Whale Blubber, got 14 of them to day, I have to  
haul them some ways over the Ice, from the air  
holes, the Ice is getting very weak, at 6 P.M.  
got underway, winds light and baffling,

Wednesday July 8<sup>th</sup> 1868.  
Light baffling winds, and pleasant, cruising  
along the flaw, at 5 A.M. light S.E. winds,  
worked down to the Keegatans, at 2 P.M.  
fresh gales from S.E. and growing bad, and  
getting a little short of water, I put away  
for New Hogaan where I arrived at 5 1/2 P.M.  
and tied up to the flaw Ice, in the Harbor, at 11 P.M.  
raining



Brig Isabella. Cruising in Cumberland Gulf.

Thursday July 9<sup>th</sup> 1868.

Strong gales from S.E. and rain, at 5 A.M. moderate and at 7 A.M. fair weather. Employed in getting water, which under the circumstances is slow work, also moved my Native Families, and all their traps on board for another fleet towards their hunting grounds, which is the extreme head of the Gulf. I was in hope they would be contented to remain here until the Whaling was done, but they were uneasy here, and I cannot afford to discharge them yet, as they are a great help to me. I have got some 35 Bbls of White Oil this week, when I could get nothing else, and that only through the Natives. At 6 A.M. got underway from New Bayam for the Head of the Water, commenced boiling again.

Friday July 10<sup>th</sup> 1868

Light baffling winds, cruising along the flaw, finished boiling. my White Whales, the 2 I had made me 45 Bbls. Saw several Sails, spoke 2 Schooners, and 1 Boat, in the afternoon my Natives to a Boat and started off, White Whaling, and sealing, so ends.



Brig Vabella, cruising in Cumberland Gulf

Saturday July 11<sup>th</sup> 1868.  
Light airs from the westward, and pleasant  
working to the westward along the flaw, about  
4 A.M. my natives came back, they brought  
me 2 White Whales, and 3 seals, they had  
also killed 3 more White Whales, which  
were some ways from the flaw edge in an air  
hole, and could not be got without a sled  
at 10 A.M. I sent a party after them,  
and they succeeded in getting 2 of them, and  
got back to the Brig at 4 P.M. Finished  
stowing down to day, in the evening light  
baffling winds, with signs of a southerly storm.

Sunday July 12<sup>th</sup> 1868.  
Light S.E. winds and hazy weather, working  
off from the flaw, at noon fresh breezes, and  
blowing on, about 2 P.M. picked up one of  
the Bark Milwood's Boats, it was bound to  
Kiatilik, and was fairly caught in the  
middle of the Gulf, at 5 P.M. heavy gale  
with thick weather, had been in hopes  
of fetching in to New Bogen, until it  
came in thick, when I gave up trying  
to make a harbor, and determined to take the  
lee if I could not hold off.



Brig Isabella. Cruising in Cumberland Gulf.

Monday July 13<sup>th</sup> 1868.

Heavy gales from S.E. with thick weather, at 7<sup>th</sup> A.M. was obliged to take the Ice, it was ~~had~~ what had yesterday been the flaw, but is now completely ground up, after working into it a short distance the Vessel lay perfectly easy, by 9 A.M. the wind had hauled around to the S.W. and soon after to W. still blowing hard, at 4 P.M. it had moderated somewhat worked out of the Ice, and beat to the westward and southward, to get the Land water on the west shore, had to work through a good deal of Ice, The Boat I picked up is badly stoven, and will have to be repaired before the crew can leave with her.

Tuesday July 14<sup>th</sup> 1868.

Fresh gales from W.N.W. and squally, beating in to the west shore, and repairing the Bark McIlwain's Boat, at 3 P.M. got her in order, and I dropped her with her crew just inside of Marguerite Island, and then put away up the Gulf, very nearly fetching along the Land, at 8 P.M. was off New Hozan, at midnight up to the Seven Islands, and here could go no farther for Ice.



Brig Isabella, cruising in Cumberland Gulf

Wednesday July 15<sup>th</sup> 1868.

Very light, and baffling winds, and some part of the time entirely calm. Brig laying aback, and working around the 7 Islands, 5 sails in sight, 4 of which are close by us, in the light N.W. winds. Struck a lead in the Ice, and worked up the Gulf in it at midnight was close inshore on the west side, off what the Natives call (Water Land) The passage between the Ice and Land being not more than  $\frac{1}{2}$  mile wide and that somewhat obstructed by broken Ice.

Thursday July 16<sup>th</sup> 1868.

Light N.W. winds, and clear weather, working up the west shore of the Gulf, found clear water by keeping in with the west Land, had to go inside of the Clowrie Islands, a rather dangerous route as it is very rocky. At 1 P.M. arrived at Stannastoo, and tied up to the Ice partly in the outer Harbor, at 8 P.M. sent two Boats up King-Wad River to see if there was any Whales, and to learn whether the Ice is out or not, and if no Bow Head Whales, to see what the chance is for White Whaling, in the evening light S.E. Winds.



Brig Isabella, at Hannartoo, Cumberland Gulf.

Friday July 13<sup>th</sup> 1868.

Slight easterly winds, and cloudy, at 6 A.M. my Boats returned from King-War they found the flow about ten miles above the Rapids, saw no Whales, except White Whales, and no chance to catch them except by shooting, After Breakfast I started with two Boats for Ossoadloo to see what the chance for a Whale was there, and returned again <sup>afternoon</sup> in the not being able to get quite there for Ice, (and seeing no Whales,) and had there been any I could not of caught them for Ice, at 1 P.M. it set in for a regular snow storm, which lasted until 10 P.M., when it cleared off with light winds from the N.W.

Saturday July 14<sup>th</sup> 1868.

Moderate winds from the westward, and pleasant, at noon got underway for King-War Inlet, but found so much Ice coming down I could not get up, and turned back, got beset in the Ice and had a good deal of trouble to get clear of it, at midnight was in clear water beating to Hannartoo Harbor, saw one Sail down the Gulf apparently trying to get up, there is a great quantity of Ice in the Gulf yet, but I can find no Whales, Killed up 1 White Whale.



Brig Isabella, at Mannartoo, Cumberland Gulf.

Sunday July 19<sup>th</sup> 1868.  
Fresh westerly winds, and pleasant, at about  
1 A.M. tied up to the Ice in Mannartoo Harbor  
and started the Works to boil out 5 White  
Whales which I have on board, in the course  
of the day my Statives got me two more, (these  
Fish will average about  $\frac{1}{2}$  Bbls Oil each) at  
10 P.M. finished boiling, two Sails in sight  
below, working up the Gulf.

Monday July 20<sup>th</sup> 1868.  
Very nearly calm, the most of the day, what  
little winds there has been, has been from the  
southeast, sent two Boats down, and across  
the Gulf to see if there is any Whales to be  
found, stowed down a couple of casks of Oil,  
and cleaned up ship, at 8 P.M. my Boats  
returned, having seen no Whales or signs of any.

Tuesday July 21<sup>st</sup> 1868.  
Calm, and hazy, a good deal of Ice in  
sight, employed in scraping masts  
and repairing the chafing gear, sent  
the Statives off White Whaling, they got  
back in afternoon having captured only one.  
In the evening light easterly winds.



Brig Isabella. Cruising in Cumberland Gulf.

Wednesday July 22<sup>d</sup> 1868,

Calm and pleasant, at 8 A.M. light N.W. winds, got underway from Hannartoo, at 9 A.M. pleasant breeze, cruised across, and down the Gulf to Osoodlo, Agpolotoon, and Rungatoon off and in shore, but did see any Whales, two Sails in sight below trying to get up through the Ice, one of them a Steamer,

Thursday July 23<sup>d</sup> 1868,

Pleasant N.W. winds, and fine weather, Cruised along the Land between Osoodlo, and Rungatoon, and out along the Rack, but there is no Whales to be seen, The Scottish Bark Lanthus, and Newfoundland Steamer Lyon got up through the Rack to day,

Friday July 24<sup>th</sup> 1868

Moderate N.W. winds with clear weather, There being no signs of any Whales about, and but little chance to catch them if there were, I determined to go up King War, with the Brig and see what the chance was for laying her ashore, and for White Whaling, at 8 A.M. took the Native Women on board from Hannartoo, and at 9 P.M. anchored in 32 fms. about 10 miles up King War, and 1 mile below the solid Ice,



Brig Isabella, at Anchor in King-War, Cumberland I.

Saturday July 25<sup>th</sup> 1868.

Very light baffling winds, and calms, with fine weather. Employed partly in work on board, and partly in the Boats. I see prospect of achieving, either part of my object in coming up here, which was first to lay the Brig ashore to overhaul her bottom, and next to be getting a little did by catching White Whales. All the little nooks and shoal places where a Vessel could lay ashore is got full of Ice, and bids fair to remain so for 10 or 12 days yet at least. So I am ready to leave as soon as the winds will let me. This evening I paid off my Natives, and gave them their discharge two or three of them however will go down the Gulf with me to bring the Boat which I am yet to give them, but cannot yet spare.

Sunday July 26<sup>th</sup> 1868.

Very nearly calm, with warm pleasant weather what little air there has been, has been from S.E. Worked nearly half the day on the rigging, before we recollected it was the Sabbath. I did not send any of the Boats off to day. I went yesterday myself, and am satisfied that the sooner I can get away from here, the less time I shall lose. A fortnight hence I think I could get some White Whales, or find a place to lay the Brig ashore.



Brig Isabella. at anchor in King-War, Cumberland Gulf

Monday July 25<sup>th</sup> 1868.  
Strong southerly gales, and heavy weather. The  
Scotch Whaling. Barkentine, ~~Capt. Davidson~~  
Perseverance, Capt. Davidson came in here  
to day and anchored close by, he has just come  
from below, and tells me there has been no  
Whales seen by any one for some time and  
that all given up what little hope they had  
of there being any more this summer.

Tuesday July 28<sup>th</sup> 1868.  
Fresh S.E. winds, and dark cloudy weather  
Employed in ratting rigging &c. I took a  
cruise off myself in my Boat, but more  
to see the condition of the flow up the River  
than from any hopes of seeing a Whale, in the  
afternoon light winds, and showery, in the <sup>evening</sup>  
Calm, and clearing off to all appearance.

Wednesday July 29<sup>th</sup> 1868  
Very light baffling winds from the southern  
board, and heavy weather, about 3 P.M.,  
the wind came to the westward, with clear  
weather, in the evening light breezes from  
the N. got already for a start from  
here the next fair tide.



Brig Isabella, from King-Whar, to St. John's.

Thursday July 30<sup>th</sup> 1868,  
Fresh breeze from the N. and pleasant  
at 1 1/2 A.M. got underway from King-Whar,  
and cruised down the Gulf, found a good deal  
of Ice off Penguin, and the Keegatan's, in  
fact could not get to Penny's Harbor,  
saw no signs of Whales, and towards night  
put away across the Gulf for St. John's,  
in the evening, say 10 O'clock hoisted the  
Star Franklin, just out of her winter  
quarters, and home home, at midnight was  
a little south of Margarets Island, Calm,

Friday July 31<sup>st</sup> 1868,  
Calm, clear weather, trying to get along without  
wind, at 6 A.M. hooked the Boat on to the  
Brig and towed into St. John's Harbor, and anchored  
about noon, during the afternoon had fresh  
gales from N.W. to N.E. and cloudy, in the  
evening calm spells, occasional light puffs  
from the southward, and some attempts at  
raining, at 8 P.M. took up my anchor  
and towed the Brig into the Mud Hole  
where I intend to lay her ashore tomorrow  
and have a look at her Bottom, saw  
John Leitch's ship lying at Blackhead.



Brig Isabella, at Blacklead Island, Cumberland Gulf.

Saturday Aug 1<sup>st</sup> 1868.

Fresh breezes from N.W. with clear weather, I had intended to lay the Brig ashore this morning, but after surveying the ground for two low tides and finding no place where I can get her sufficiently out of water, to see any thing, without laying on the Rocks, I determined to proceed to Blacklead, get my Oil on board and boil it as soon as possible, and start for home, with all possible dispatch, before the blowy season comes on, at 4 A.M. got underway, run out to Blacklead Island and anchored, and commenced getting Blubber on board, at 7 P.M. commenced boiling, latter part light winds,

Sunday Aug 2<sup>nd</sup> 1868.

Light Variable winds, and pleasant, except a few hours fog. Capt. Allen of the Bark Melwood paid me a short visit to day his object was principally to send Letters Employe in getting Blubber on board and boiling, paid off the balance of my Wages to day, and they will leave me if the weather is favorable for them to go tomorrow, Bartene for a Boat with Capt. Chester of the Schooner



Brig Isabella, at Blackhead Island, Cumberland Gulf.

Monday Aug 3<sup>rd</sup> 1868,  
Employed in boiling, had two set of works a  
going through the day, one on board, and one  
ashore, finished boiling on board about 6 P.M.  
and I think I shall boil the rest of my Oil  
on shore, there being a very good set of tryworks  
there, which was put up by Capt Chester,  
Very light southerly winds the most of the  
day, and pleasant, My Natives all left to  
day, in the evening it shows strong signs of  
a S.E. storm, it is already thick down  
the Gulf a few miles.

Tuesday Aug 4<sup>th</sup> 1868,  
Light baffling winds, and pleasant, employed  
in boiling Oil on shore, and stowing down on board.

Wednesday Aug 5<sup>th</sup> 1868,  
Light variable winds, and pleasant,  
Employed in boiling Oil on shore, and  
in clearing up on board preparatory to  
stowing Oil as soon as I have any cold  
enough although we are having fine  
weather here, there is every appearance  
of bad weather close by.



Brig Isabella, at Blackhead Island, Cumberland Gulf.

Thursday Aug 6<sup>th</sup> 1868.  
Fresh southerly winds, and clear weather here,  
while the fog is in sight down the Gulf.  
Employed in boiling Oil on shore, and stowing  
down on board.

Friday Aug 7<sup>th</sup> 1868.  
Strong S.E. winds, with clear weather here,  
but a few miles down the Gulf, the clouds,  
and fog can be seen rolling up in thickest  
possible masses. Employed in boiling Oil  
on shore, and stowing down on board.

Saturday Aug 8<sup>th</sup> 1868.  
Moderate southerly winds, and pleasant,  
finished boiling out my Oil, threw my try  
works overboard, coopered some Oil, &c.

Sunday Aug 9<sup>th</sup> 1868.  
Fresh southeasterly winds, with fair weather.  
Employed, in getting on board, and stowing  
Oil, finished this part of my work to  
day, and find I have all told about  
625 ~~lbs~~, I also got a part of my Bone  
on board.



Brig Isabella, at Matilik. Cumberland Gulf

Monday Aug 10<sup>th</sup> 1868.  
Fresh S.E. gale, and cloudy hazy weather.  
finished getting my Whal Bone, and all so  
my Casks on board from Blackbird Island  
and at 4 P.M. got underway for Matilik  
Harbor to get my Water for Home, ~~from~~  
where I anchored at 5 1/2 P.M. from here  
I intend to sail for home the first fair  
wind. after my water is on board, in  
the evening light rain,

Tuesday Aug 11<sup>th</sup> 1868.  
Fresh S.E. ~~and~~ gale, and rainy, got 11 Casks  
of fresh water on board, but owing to the  
storm did nothing more towards getting  
ready for a start home, towards <sup>my</sup> nearly  
calm, in the evening wind baffling, at  
11 P.M. light winds from the westward.

Wednesday Aug 12<sup>th</sup> 1868.  
Light winds from the westward, with fair  
weather, at 5 1/2 A.M. called all hands to get  
underway for home, by the time sail was made  
it calm, lowered down the Boats, and towed  
until 7 1/2 A.M. when I set light from the



Brig Isabella, homeward bound from Cumberland Gulf

A. and being out by Rogers Island, took up the boats  
got breakfast, cleared up decks, and set all hands  
to washing off ship, the vessel gaining slowly  
down the Gulf, at 6 P.M. was off Cockadaleo,  
and at this time the wind took us right in  
the face from S.E. worked along by beating  
sa ends

Thursday Aug 13<sup>th</sup> 1868,  
Fresh squalls from the Southeastward, and  
thick weather, working down the Gulf  
in the morning very light, and baffling winds  
In the afternoon light - northerly winds,  
and in the evening moderate breezes from  
S.E. dark cloudy all day, at 8 P.M. out  
to the mouth of the Gulf, fell in with  
a small, and open pack of Ice about 6 P.M.,  
at 10 P.M. was through it. steering S.E.,  
Cape Mercer bearing S. N.E. distant  
40 miles. (by estimation, at 11 P.M.,  
fell in with Ice again. but it was as  
that we had already passed through. sufficiently  
open to admit of the free sailing of the  
Vessel, although it was altogether different  
Ice, it being very heavy, while the former was  
light, thick and rain.



Brig Isabella, homeward bound, from Cumberland <sup>Gulf</sup>

Friday Aug 14<sup>th</sup> 1868.

Moderate N.E. winds with thick fog, and rain. Steering S.E. as near as possible, and passing through sailing ice, of the Davis Straits Origin, at 1 P.M. fell in with a narrow barrier of it, stretching, apparently away to the S.W. and N.E. run off to the S.W. along it in hopes of finding an opening but without success. I then beat back to N.E. and discovering a narrow passage through attempted to run through it, but closed before I could get through, and the vessel got some pretty rough handling by the ice before I could get out of it again. Carried away one Bob stay, and one Martin gale backstay, but once out of the scrape I beat to the N.E. again along the ice, until 11 P.M. when I found another small opening, and this time passed successfully through. At 8 P.M. wind E. by and rain continually. Thermometer standing at the freezing point - having cleared the ice, steered S.S.E. by the wind, just fetching along the ice. This ice is very heavy indeed.



Brig Isabella, homeward bound from Cumberland Gulf.

Saturday Aug 15<sup>th</sup> 1868.

Light winds from E. with fog and rain, beating to the eastward along the Pack, which is very heavy. at 4 P.M. wind S. steering E. N. E. along the pack at 7 A.M. no ice in sight or hearing (could half a mile) steered S. E. which carried us along the edge of the Pack, it coming in and going out of sight at intervals, after three P.M. saw no more of the Pack, but still saw now and then a Berg coming up through the fog. Wind light from N. E.

Sunday Aug 16<sup>th</sup> 1868.

Very light winds from N. E. to N. with thick fog, at 8 A.M. the fog began to clear off, and finally cleared up altogether, but had cloudy overcast sky all day. saw the sun for a few minutes in the afternoon, in the evening thick fog again.

Monday Aug 17<sup>th</sup> 1868.

Light northerly winds with fog, at 8 A.M. clear weather, steering S. S. E. in the fog again.

Left by A.M. 6<sup>11</sup> 21 N.  
Left by A.M. 5<sup>9</sup> 45 W.



Brig Isabella, homeward bound from Cantonment

Tuesday Aug 18<sup>th</sup> 1868.

Moderate northwesterly winds, with dark cloudy weather, the sun showed itself once during the day, and that was a few moments before setting. Steered S. S. E.

Wednesday Aug 19<sup>th</sup> 1868.

Moderate breezes from N.W. with cloudy weather, at 4 A.M. wind very light, and towards noon nearly calm, with clear weather, steering S. S. E. at 6 P.M. pleasant breezes from N.E. with cloudy weather, and fog, which was soon accompanied with rain, at 9 P.M. fresh breezes.

Lat by Obs 58° 36' N.

Long " Acct 56° 30' West.

Thursday Aug 20<sup>th</sup> 1868.

Fresh N.E. winds with light rain, and fog, at 4 A.M. wind veered to N. and N. N. W. and began to moderate, with cloudy weather, towards wind quite light, in the afternoon very light, from the N.W. and in the evening from S. S. E. heavy cloudy weather all day, at 10 P.M. strong gales.



Brig Isabella. homeward bound, from Cumberland Inlet,

Friday Aug 21<sup>st</sup> 1868,  
Strong gales from S.S.E. with cloudy, rainy weather the Brig laying by the wind under short sail. about 10 A.M. the wind hauled to the westward with clear weather, steered S.S.E. under easy sail, and made sail slowly as the head sea run down, at 3 P.M. had all sail set, steering S by E. with fresh breezes from W. and clear weather,

Lat by Obs 56° 26' N  
Long " Acct 54° 26' W.

Saturday Aug 22<sup>nd</sup> 1868.  
Fresh breezes from the W. S.W. to S.W. with clear weather, towards noon wind very light, and in the afternoon calm, in evening, or about 8 P.M. Wind S. with squalls, and rain, steering W. S.W.

Lat by Obs 54° 34' North.  
Long " Acct 51° 45' West.

Sunday Aug 23<sup>rd</sup> 1868,  
First part southerly winds with rain, Middle part light westerly winds and pleasant, Latter part southerly winds again, and rain, "Working South",  
Lat by Obs 53° 48' N. Long by Acct 51° 28' West



Brig Isabella, homeward bound, from Cumberland

Monday Aug 24<sup>th</sup> 1868

Strong breeze from S. to S.W. and squally, steering westerly by the wind, at 4 a.m. tacken steering S.S.E. by the wind, at 6 a.m. winds W. S.W. stand S. at 8 a.m. the began to haul again to the W. and N.W. and by 10 a.m. settled at N. with a thick fog, at 1 P.m. the fog began to light up by spells, and at 4 P.m. cleared away altogether, saw some dozen or more Ice Berge in the course of the day, 6 or 7 being in sight at one time, and some of them quite large, hazy cloudy weather and fresh gales in the afternoon, and evening

Lat by double alt  $52^{\circ} 55'$  N.

Long " Acct  $51^{\circ} 48' W.$

Tuesday Aug 25<sup>th</sup> 1868.

Light winds from the N. with clear weather steering S. find to day that our rudder Post is very nearly gone, it was sprung ~~last spring~~ last spring in the Ice, but I had always supposed it good enough for the voyage until to day, but it being rough to unhang it, all I could do was to put on the Rudder Tackles,

Lat by Obs  $51^{\circ} 03' N.$  Long by Acct  $51^{\circ} 11' W.$



Brig Isabella, homeward bound from Cumberland Gulf

Wednesday Aug 26<sup>th</sup> 1868.

Strong gale from S with some fog and squalls of rain. in the afternoon it began to moderate. Saw One Sea Pig, saw a sail steering to the north, while we were obliged to do the best we could by the wind, at 6 P.M. the wind changed to S.W. and W.S.W. but it was too light to head the swell with.

Left by double Alts 50° 30' North,  
Long by — Chro 51° 21' West.

Thursday Aug 27<sup>th</sup> 1868.

Light airs from S.W. by W. to W. with clear weather. steering southerly by the wind, at 7 A.M. light bafflin winds, steered S by W. when I could do so, at 10 A.M. the wind settled at the S.W. and freshened up at noon strong breezes, steering S by W. with all set, at 1 1/4 P.M. made Junk Islands bearing S 1/2 E, at 2 hours 40 minutes P.M. passed them steering S.S.E.

Had an opportunity to day to see how my Chronometer was, and her out 7' 48". by loss  
In the evening strong gale. took in light sails.  
At 2.40 P.M. Lat 49° 45' N  
Long by Chro 51° 03' W, True 53° 00' W



Brig Isabella, at St Johns Newfoundland

Friday Aug 28<sup>th</sup> 1868,  
Strong gales from N.E.W. and squally;  
steering S by E,  $\frac{1}{2}$  E. at 4 A.M. Steered S by E.  
at 7 A.M. wind W. and moderating. St  
Johns distant about 15 miles to the  
W.S.W. in the afternoon light winds  
from S.W. beating in for St Johns at  
7 P.M. took the lug, and tacked in, my  
Rudder just holding together. got to  
anchor about  $7\frac{1}{2}$  or 8 P.M. at or near  
midnight strong gales from S.W.

Saturday Aug 29<sup>th</sup> 1868.  
Strong gales from S.W. to S.E.W. with clear  
weather. Took my Rudder on deck this  
morning and commenced repairs on it.  
After tea let a part of the ship's company  
go on shore to spend the evening, at  $11\frac{1}{2}$   
P.M. the boat returned with all but the  
Officers, who I hear was not able to come.

Sunday Aug 30<sup>th</sup> 1868.  
Strong gales from S.E.W. and S.W. sent  
about anchor after my 1<sup>st</sup> and 2<sup>d</sup> Officers  
who I saw on the beach, but after



Brig Isabella, at St. Johns, Newfoundland

their keeping the boat on shore & waiting until  
near, they said they would come when they  
got ready, and the boat returned without them.  
After dinner saw them swinging their hats  
on the dock, sent a boat after them  
with orders to wait but a few minutes  
if they did not come off, they told the  
boat's crew they would not come until  
they got ready, and they returned a second  
time a second time without them, and  
I hoisted up the boat determined to  
demand attendance upon them no more, at  
least until they are sober enough to  
conduct themselves more properly,

Monday Aug 31<sup>st</sup> 1868.

Squally rainy weather, at 6 A.M. wind began  
to veer to west, and N.W. with simply  
cloudy weather. Employed in repairing  
my Rudder, about 2 1/2 P.M. got it  
ready to hang, (I won't say what trouble  
I have on account of Rum,) and went  
ashore to clear my vessel, and settle my  
bills. at 5 1/2 P.M. was on board again,  
had got all hands together. and the Tug  
Boat ahead towing me out, at 6 1/2 P.M. outside

Went about N.E.  
and light, where a  
sufficient distance from  
Land & under Gunther



Brig Isabella, homeward bound from Cumberland \ Gulf

Tuesday Sept 1<sup>st</sup> 1868.

Light easterly winds, and fair weather  
steering South by West along the E. shore of  
Newfoundland, at noon Cape Race was  
about N by N. distant 15 miles by estimate  
wind moderate from the S, S.E. and pleasant,  
at 2 P.M. wind very nearly S. the Brig  
heading S.W. by W. and W.S.W. by the wind.  
Towards evening strong breezes, and cloudy

Lat at 2 P.M.  $46^{\circ} 32' N.$

Long " " "  $52^{\circ} 10' W.$

The Chronometer puts me about 20 miles to  
far east by Cape Race, light House.

Wednesday Sept 2<sup>nd</sup> 1868.

Strong gales from S.S.W. to W.S.W. steering north-  
westerly by the wind. at 8 A.M. wore ship  
to the E. but the wind gradually hauled  
to W. with thick fog. at 2 P.M. the fog  
cleared up. at 4 P.M. ~~W.S.W.~~ wind W.N.W.  
and at 8 P.M. N.W. steering S.W. by W. & N.  
at 10 P.M. strong gales from the N.  
and squally, with a very rough cross  
sea, the Brig leaking quite bad.

Saw a Bark, and a Brig steering eastward  
and a fishing schooner steering northerly,



Brig *Isabella*, homeward bound from Cumberland Falls.

Thursday Sept 3<sup>d</sup> 1868,

Strong breezes from N. and squally, steering S.W. by W. & W. at 8 A.M., moderate breezes, and pleasant, but a rugged cross sea still, in the afternoon the wind hauled to N.W., sea quite smooth at 4 P.M., wind rather light and baffling from W. N.W., steering Southwesterly by the wind, saw a Brig steering eastward, and just at night, a large screw steamer passed us about 2 miles to the southward steering about S.W. by W.

Lat by Obs  $44^{\circ} 36' N.$   
Long " Chro  $56^{\circ} 28' W.$

Friday Sept 4<sup>th</sup> 1868,

Light W. N.W. and N.W. winds, and pleasant steering Southwesterly by the wind, towards noon wind baffling from the N., and in the afternoon from the east, and Southeast, and very light, in the evening light winds from S., and about 10 P.M., pleasant steering W. S.W., saw one steamer, and several sails during the day,

Lat by Obs  $43^{\circ} 17' N.$   
Long " Chro  $58^{\circ} 12' W.$



Brig Isabella, homeward bound from Cumberland

Saturday Sept 5<sup>th</sup> 1868  
Fresh breezes from S. Steering W by S & S.  
weather clear until about noon when it  
began to haze up. at 8 P.M. fresh  
gales from S.E. and a little squally.

Lat by Obs 42° 36' N.  
Long " Chro 61° 31' West.

Sunday Sept 6<sup>th</sup> 1868  
Strong gales from the eastward, with rain.  
steering W. by S & S. at 2 A.M. wind out N.W.  
Ship heading southerly by the wind, under  
short, at 8 A.M. wind about W. N.W. and fresh  
and in the afternoon W. at 6 P.M. tacked to the N.

Lat by Obs 41° 20' N.  
Long " Chro 63° 14' W.

Monday Sept 7<sup>th</sup> 1868.  
Light baffling winds from the westward  
and pleasant, saw a ship bound westward  
and a ship, and steamer steering eastward.  
at 6 P.M. wind from S. and at 3 P.M. squally,  
at 10 P.M. strong gales, with a rugged sea,  
and the Pump a flipping.

{ Lat by Obs 41° 30' N. }  
{ Long " Chro 63° 20' W. }



Brig Isabella, homeward bound, from Cumberland Gulf.

Tuesday Sept 8<sup>th</sup> 1868,

Strong gales from S around by the western board, to S.W. and squally, the Brig under short sail, working to westward on the most favorable tack, at 8 P.M. wind from the S. and somewhat moderate, steering W<sup>1</sup>/<sub>4</sub> S. the sea very rough, and the vessel laboring hard, and making a good deal of water.

Lat by Obs 41° 16' N,

Long " Chro 64° 35' W.

Wednesday Sept 9<sup>th</sup> 1868,

Very nearly calm, but what little wind there has been, has been from the N. and W. Saw a Brig steering eastward.

Lat by Obs 40° 43' N,

Long " Chro 63° 30' 30" W.

Thursday Sept 10<sup>th</sup> 1868,

Light baffling winds from the west, and north, at 8 A.M. very light air from the eastward, steering W<sup>1</sup>/<sub>2</sub> N. towards noon moderate breeze from the south, and fair weather, steered W. Saw two Pilot Boats steering eastward,

Lat by Obs 40° 53' N,

Long " Chro 63° 50' 30" West



Brig Isabella, homeward bound from Cumberland Gulf

Friday Sept 11<sup>th</sup> 1868.

Pleasant breeze from the Southward and fine weather. Steering W. at 9 A.M. foggy. at 2 P.M. the fog lit up. raised. New South Shoal Light Ship bearing N by W. distant by estimation 3 miles. Steered N by W by the wind, wind about S. S. W. about 4 P.M. fog again. at 10 P.M. clear weather.

After tea hauled up the ends of the Cables and bent them to the Anchors.

Time my Chronometer has been losing about 17 seconds per day since leaving Cape Race.

at 2 P.M. Sounding by Chron 69° 06' W.  
" " True 69° 50' W.

Saturday Sept 12<sup>th</sup> 1868.

Moderate southerly winds, with thick fog. Steering N by W. Towards noon light baffling wisps from all around the compass. in the evening very light air from the South again, but with all the baffling about of the wind the fog did not lift up once during the day. At midnight supposed myself off the South of Block Island.



# Brought up.

|      |    | <u>Pork</u> | <u>Beef</u> | <u>Bread</u> | <u>Fiose</u> | <u>Small Stores,</u>                 |
|------|----|-------------|-------------|--------------|--------------|--------------------------------------|
| 1867 |    |             |             |              |              |                                      |
| Sept | 30 | 1 Bbl       | " "         | 724 lbs      | 1 Bbl        |                                      |
|      |    |             |             |              |              | Nov 6 <sup>th</sup>                  |
| Oct  | 7  | 1 Bbl       |             |              |              | Opened 3 <sup>rd</sup> Keg of Butter |
| "    | 12 | " "         | " "         | " "          | 1 Bbl        | Nov 20 <sup>th</sup>                 |
| "    | 16 | 1 Bbl       | " "         | " "          | " "          | Opened 1 Bbl meal,                   |
| "    | 24 | 1 Bbl       | " "         | " "          | " "          | Dec 20 <sup>th</sup>                 |
| "    | 28 | " "         | " "         | " "          | 1 Bbl        | Opened the                           |
| Nov  | 2  | " "         | " "         | 659 lbs      | " "          | 18 4 <sup>th</sup> Keg Butter,       |
| "    | 4  | 1 Bbl       | " "         | " "          | " "          | Jan 4 <sup>th</sup> Opened           |
| "    | 12 | 1 Bbl       | " "         | " "          | " "          | the 2 <sup>nd</sup> bbl. meal,       |
| "    | 19 | 1 Bbl       | " "         | " "          | " "          | 1/2 Bbl dried apples                 |
| "    | 27 | 1 Bbl       | " "         | " "          | " "          | Jan 20 <sup>th</sup> Opened          |
|      |    |             |             |              |              | 1 Bbl Sugar,                         |
|      |    |             |             |              |              | Are now using                        |
| Dec  | 2  | " "         | " "         | 246 lbs      | 1 Bbl        | fresh meats                          |
| Dec  | 10 | 1 Bbl       | " "         | " "          | " "          | Assicated Vegetables                 |
| "    | 18 | " "         | " "         | " "          | 1 Bbl        | <u>Do Do</u>                         |
| "    | 20 | 1 Bbl       | 850 lbs     | " "          | " "          |                                      |
| "    | 27 | " "         | " "         | 678 lbs      | " "          |                                      |
| 1868 |    |             |             |              |              |                                      |
| Jan  | 2  | 1 Bbl       | " "         | " "          | 1 Bbl        |                                      |
|      | 16 | " "         | " "         | " "          | 1 Bbl        |                                      |
|      | 31 | " "         | " "         | " "          | 1 Bbl        |                                      |
|      |    | 11          | 4 1/4       | 2507         | 8            |                                      |
|      |    | 13          | 9           | 2080         | 6            |                                      |
|      |    | 24 Bbls     | 13 1/4 lbs  | 4587 lbs     | 14 lbs       |                                      |



# Brig Isabella's Provision Table Continued

| 1868         |    | Pork    | Beef        | Bread       | Flour   | Small Stores.                               |
|--------------|----|---------|-------------|-------------|---------|---------------------------------------------|
| Brought over |    | 24 Bbls | 13 1/4 Bbls | 4587 lbs    | 14 Bbls |                                             |
| Feb.         | 5  | " "     | 4 1/4 Bbls  | " "         | " "     | Feb 5 <sup>th</sup> Opened                  |
| "            | 6  | " "     | " "         | 646 lbs     | " "     | 5 <sup>th</sup> Key Butter                  |
| "            | 17 | 1 Bbl.  | " "         | " "         | 1 Bbl.  | Feb 4 <sup>th</sup> Opened                  |
| March        | 2  | " "     | " "         | " "         | 1 Bbl.  | 2 <sup>d</sup> Cash Molasses                |
| "            | 19 | " "     | " "         | " "         | 1 Bbl.  | March 13 <sup>th</sup>                      |
| "            | 30 | " "     | 4 1/4 Bbls  | " "         | " "     | Opened 1 1/2 Bbls Beans                     |
| Apr          | 5  | " "     | " "         | " "         | 1 Bbl.  | Apr 7 <sup>th</sup> Opened                  |
| "            | 6  | " "     | " "         | say 600 lbs | " "     | 1 Bbl Meal                                  |
| "            | 19 | " "     | " "         | " "         | 1 Bbl.  | Apr 9 <sup>th</sup> Opened                  |
| "            | 22 | 1 Bbl.  | " "         | " "         | " "     | 1/2 Bbl dried Apples                        |
| "            | 28 | 1 Bbl.  | " "         | 446 lbs     | " "     | Apr 28 <sup>th</sup> opened                 |
| "            |    |         |             |             |         | 3 <sup>d</sup> Cash Molasses,               |
| May          | 5  | 1 Bbl.  | 4 1/4 Bbls  | " "         | 1 Bbl.  | 30 <sup>th</sup> 5 <sup>th</sup> Key Butter |
| "            | 16 | 1 Bbl.  | " "         | " "         | " "     |                                             |
| "            | 20 | " "     | " "         | 800 lbs     | " "     | May 11 <sup>th</sup> Opened                 |
| "            | 23 | " "     | " "         | " "         | 1 Bbl.  | Last Bbl coffee.                            |
| "            | 26 | 1 Bbl.  | " "         | " "         | " "     | June 3 <sup>d</sup> Opened                  |
| June         | 8  | 1 Bbl.  | " "         | " "         | 1 Bbl.  | 1/2 Bbl dried Apples.                       |
| "            | 12 | 1 Bbl.  | " "         | 647 lbs     | " "     | June 12 <sup>th</sup> Opened                |
| "            | 16 | 3 Bbls  | " "         | " "         | " "     | 3/4 Bbl Oat meal.                           |
| "            | 21 | " "     | " "         | 400 lbs     | 1 Bbl.  | 2 1/4 <sup>th</sup> 1 Cash Molasses         |
|              |    | 35 Bbls | 26 Bbls     | 7526        | 23 Bbls | June 25 <sup>d</sup> Opened                 |
|              |    |         |             |             |         | 8 <sup>th</sup> Key Butter.                 |



# Brig Isabella's Provision Table continued

| <u>1868</u> |    | <u>Corn</u> | <u>Beef</u> | <u>Bread</u> | <u>Flour</u> | <u>Small Stores</u>            |
|-------------|----|-------------|-------------|--------------|--------------|--------------------------------|
| July        | 1  | " "         | " "         | " "          | 1 Bbl.       | June 23 <sup>rd</sup> Opened   |
| July        | 7  | 1 Bbl.      | " "         | " "          | " "          | 85 lbs Rice.                   |
| "           | 13 | " "         | " "         | " "          | 1 Bbl.       | May 24 <sup>th</sup> Opened    |
| "           | 15 | " "         | 4 Bbls.     | " "          | " "          | 1 Cask Molasses                |
| "           | 20 | " "         | " "         | " "          | 3 1/2 Bbls.  | Aug 2 <sup>nd</sup> Opened     |
| "           | 27 | 1 Bbl.      | " "         | " "          | " "          | 9 <sup>th</sup> Key of Butter, |
| Aug         | 7  | 1 Bbl.      | " "         | " "          | " "          | Aug 5 <sup>th</sup> Opened     |
| "           | 9  | 1 Bbl.      | " "         | " "          | " "          | 2 Bbl Sried appas.             |
| "           | 13 | 1 Bbl.      | " "         | " "          | 3 1/2 Bbls.  |                                |
| "           | 18 | 1 Bbl.      | " "         | " "          | lbs          |                                |
| "           | 27 | 1 Bbl.      | " "         | " "          | " "          |                                |
| "           | 31 | 1 Bbl.      | " "         | " "          | " "          |                                |
| Sept        | 7  | 1 Bbl.      |             |              |              |                                |



Voyage in the Sloop *Cornelia*,  
 Table Showing the quantity of  
 Provisions opened for use on board, and  
 the time when opened.

| 1864   |    | <u>Pork</u> | <u>Beef</u> | <u>Bread</u>              | <u>Flour</u> | <u>Small Stores</u>             |
|--------|----|-------------|-------------|---------------------------|--------------|---------------------------------|
|        |    |             |             |                           |              | May 11 <sup>th</sup>            |
| May    | 7  | 1/2 Bbl.    | 1/2 Bbl.    | 1 Bbl.                    | 1 Bbl.       | 1 Bbl. Molasses                 |
| "      | 9  | " "         | 1 Bbl.      | 3/4 afterwar <sup>d</sup> | " "          | 1 " Sugar                       |
| "      | 19 | 1 Bbl.      | " "         | 2 Bbls.                   | " "          | 1 " Rice                        |
| "      | 20 | " "         | 1 Bbl.      | " "                       | " "          | 1 " Beans                       |
| "      | 27 | " "         | " "         | 519 lbs                   | " "          | 1 " dried Apples,<br>1 Box Tea  |
| June   | 1  | " "         | " "         | " "                       | 1 Bbl.       | 2 " Coffee                      |
| "      | 3  | 1 Bbl.      | 1 Bbl.      | " "                       | " "          | 1 Box Butter.                   |
| "      | 15 | 1 Bbl.      | 1 Bbl.      | " "                       | " "          | 1 Bbl. Meal                     |
| "      | 21 | " "         | " "         | " "                       | 3 Bbls       | June 21 <sup>st</sup>           |
| "      | 28 | 1 Bbl.      | 1 Bbl.      | " "                       | " "          | 1 cask Molasses                 |
| "      | 29 | " "         | " "         | 525 lbs                   | " "          | Aug 1 <sup>st</sup>             |
| Sept   | 14 | 1 Bbl.      | 1 Bbl.      | " "                       | " "          | 1 Box Butter.                   |
| "      | 28 | 1 Bbl.      | 1 Bbl.      | " "                       | " "          | Sept 6 <sup>th</sup>            |
| "      | 30 | " "         | " "         | 521 lbs                   | " "          | 3 Bbls Meal,<br>2 Boxes coffee. |
| Aug    | 11 | 1 Bbl.      | 1 Bbl.      | " "                       | " "          | 15 <sup>th</sup>                |
| "      | 19 | " "         | " "         | " "                       | 3 Bbls       | 1 " Vinegar.                    |
| "      | 28 | 1 Bbl.      | 1 Bbl.      | " "                       | " "          |                                 |
| amount |    | 8 1/2 Bbls  | 9 Bbls      | 1565 lbs                  | 8 Bbls       |                                 |
|        |    |             |             | carried up                |              |                                 |



Continued

|                         |    |          |          |          |         |                                  |
|-------------------------|----|----------|----------|----------|---------|----------------------------------|
| <u>Brought up</u>       |    | Rice     | Beef     | Bread    | Flour   | Small stores                     |
| Sept                    | 11 | 8½ Bbls  | 9½ Bbls  | 1565 lbs | 8 Bbls  | No <sup>v</sup> 14 <sup>th</sup> |
| "                       | 16 | 1 Bbl    | 1 Bbl    | 511 lbs  | " "     | I shall now                      |
| "                       | 28 | 3 Bbls   | 3 Bbls   | " "      | " "     | make no                          |
| Oct                     | 11 | " "      | " "      | 483 lbs  | 3 Bbls  | further note                     |
| Nov                     | 11 | " "      | " "      | 561 lbs  | " "     | of small stores                  |
| "                       | 26 | 3 Bbls   | 3 Bbls   | " "      | " "     | as they are all                  |
| Dec                     | 1  | " "      | " "      | " "      | 3 Bbls  | where the                        |
| 1863-                   |    |          |          |          |         | Steward can                      |
| Jan                     | 7  | " "      | " "      | 505 lbs  | " "     | get them without                 |
| "                       | 17 | 3 Bbls   | " "      | " "      | 3 Bbls  | troubling me                     |
| March                   |    |          |          |          |         | through the                      |
| March                   | 6  | " "      | " "      | 502 lbs  | " "     | winter,                          |
| "                       | 11 | " "      | " "      | " "      | 3 Bbls  |                                  |
| "                       | 28 | 1 Bbl    | " "      | " "      | " "     |                                  |
| April                   | 13 | " "      | 3 Bbls   | " "      | " "     |                                  |
| "                       | 18 | " "      | " "      | 498 lbs  | " "     |                                  |
| "                       | 20 | 1 Bbl    | " "      | " "      | " "     |                                  |
|                         |    | 20½ Bbls | 19½ Bbls | 4625 lbs | 20 Bbls |                                  |
| Amount over & continued |    |          |          |          |         |                                  |



# Continued

Amount brought over,

| 1865 |    | Pork    | Beef   | Bread   | Flour   | Small stores, |
|------|----|---------|--------|---------|---------|---------------|
| May  | 4  | " "     | " "    | 497 lbs | " "     |               |
| "    | 5  | " "     | " "    | " "     | 3 Bbls. |               |
| "    | 10 | 2 Bbls. | " "    | " "     | " "     |               |
| "    | 15 | 1 Bbl.  | " "    | " "     | " "     |               |
| June | 10 | 1 Bbl.  | 1 Bbl. | " "     | " "     |               |
| "    | 24 | " "     | " "    | 458 lbs | 3 Bbls. |               |
| July | 25 | 1 Bbl.  | " "    | " "     | " "     |               |
| "    | 29 | " "     | 1 Bbl. | " "     | " "     |               |
| "    | 31 | " "     | " "    | 524 lbs | " "     |               |
| Aug. | 12 | 1 Bbl.  | 1 Bbl. | " "     | " "     |               |
| "    | 14 | " "     | " "    | " "     | 3 Bbls. |               |
| "    | 20 | 8 Sold  | 7 Sold | " "     | " "     |               |
| "    | 25 | 1 Bbl.  | 1 Bbl. | " "     | " "     |               |
| Sept | 7  | 1 Bbl.  | 1 Bbl. | " "     | " "     |               |
| "    | 12 | " "     | " "    | 582 lbs | " "     |               |
| "    | 18 | 1 Bbl.  | 1 Bbl. | " "     | " "     |               |
| "    | 26 | " "     | " "    | " "     | 3 Bbls. |               |
| "    | 29 | 1 Bbl.  | 1 Bbl. | " "     | " "     |               |



